

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

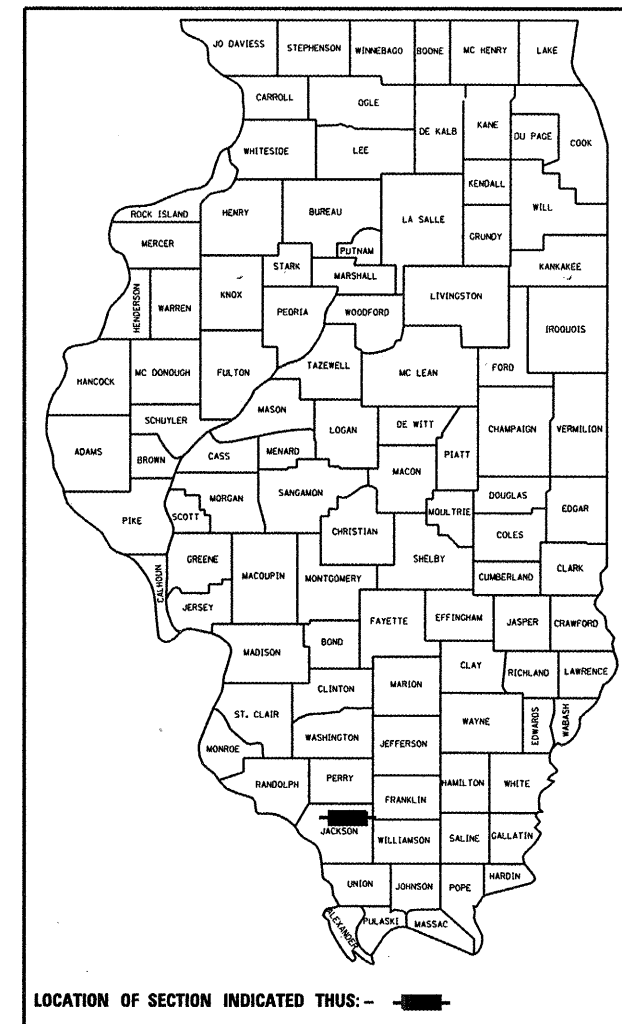
FAP ROUTE 331 (IL 13)  
SECTION (12-1)B-1  
PROJECT ACNHF - 0331(060)  
JACKSON COUNTY

C - 99 - 040 - 08

STRUCTURE REPLACEMENT OVER BIG MUDDY RIVER

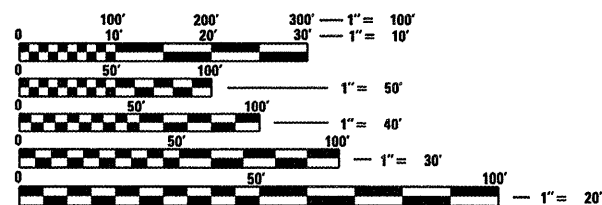
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 78056	
D-99-027-08				

FOR INDEX OF SHEETS SEE SHEET NO. 2



LOCATION OF SECTION INDICATED THUS: - [rectangle] -

MICROFILMED \_\_\_\_\_  
REEL NUMBER \_\_\_\_\_  
AWARDED \_\_\_\_\_  
RESIDENT ENGINEER \_\_\_\_\_  
AS BUILT CHANGES WERE MADE  
ON THE FOLLOWING SHEETS \_\_\_\_\_

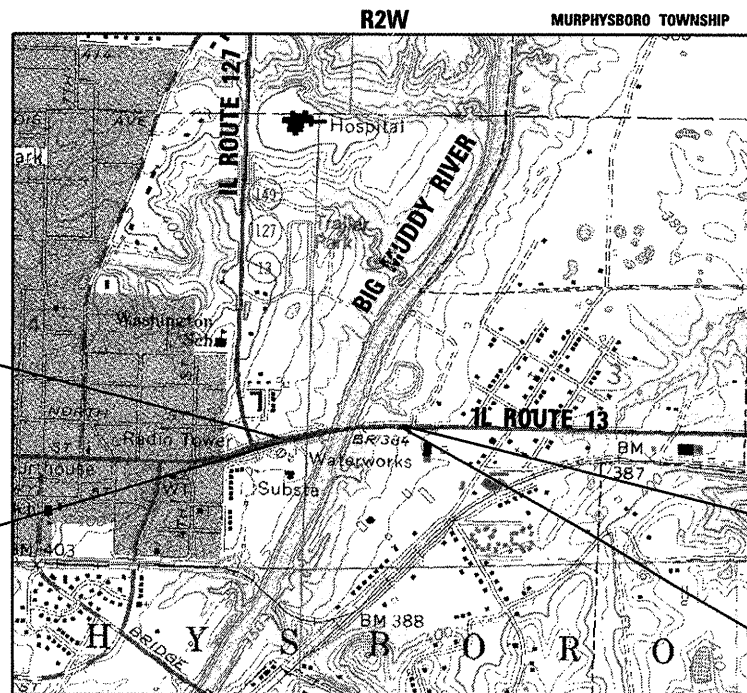


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811

PROJECT MANAGER : DAVID PICHE  
(618) 549-2171

CONTRACT NO. 78056



END PROJECT  
STA. 347 + 90.00 (WB)

END PROJECT  
STA. 347 + 67.50 (EB)

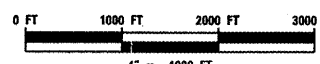
SECTION (12-1)B-1 INCLUDES TWO 5-SPAN CURVED STEEL GIRDERS WITH CONCRETE DECKS, AND STUB ABUTMENTS CARRYING IL ROUTE 13 OVER THE BIG MUDDY RIVER  
PROPOSED S.N. 039-0075 EB STRUCTURE  
BACK OF ABUTMENT STA. 338 + 67.12 AND STA. 343 + 33.08  
PROPOSED S.N. 039-0076 WB STRUCTURE  
BACK OF ABUTMENT STA. 338 + 41.25 AND STA. 343 + 07.16  
SPANS 77'-0", 97'-0", 110'-0", 97'-0", 77'-0"

BEGIN PROJECT  
STA. 334 + 70.00 (WB)

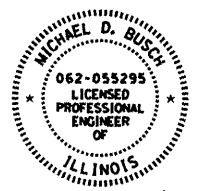
BEGIN PROJECT  
STA. 334 + 70.00 (EB)

**FUNCTIONAL CLASSIFICATION**  
RURAL MINOR ARTERIAL - F.A.P. 331 (IL RTE. 13)  
ADT 19,180 (2008)  
PV = 92.6%  
SU = 5.0%  
MU = 2.4%  
DESIGN SPEED = 40 MPH  
POSTED SPEED = 40 MPH  
**DESIGN DESIGNATION**  
1023(14) ARTERIAL 1.19 (FD-5) (TEMPORARY)

**LOCATION MAP**



EASTBOUND ALIGNMENT  
SECTION (12-1)B-1 GROSS LENGTH = 1300.00' = 0.247 MILES  
NET LENGTH OF ROADWORK = 834.67' = 0.159 MILES  
NET LENGTH OF BRIDGE = 465.33' = 0.088 MILES  
WESTBOUND ALIGNMENT  
SECTION (12-1)B-1 GROSS LENGTH = 1320.00' = 0.251 MILES  
NET LENGTH OF ROADWORK = 854.67' = 0.162 MILES  
NET LENGTH OF BRIDGE = 465.33' = 0.088 MILES



EXPIRES 11/30/13  
MICHAEL D. BUSCH  
DATE 1/25/12

COVERS ALL SHEETS EXCEPT:  
LIGHTING PLANS SHT 44-50 BY OTHERS  
BRIDGE PLANS SHT 60-165 SEE FOR SEAL

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
SUBMITTED Feb 1 20 12  
Omar Osman  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER  
March 23 20 12  
John D. Baranzelli, P.E. /  
actg ENGINEER OF DESIGN AND ENVIRONMENT  
March 23 20 12  
William F. Presler  
actg DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**



PLOT DATE = 1/25/2012  
FILE NAME = M:\28018\Microstation\Phase1\0978056-sht-cover.dgn  
PLOT SCALE = 100,00000 / IN.  
USER NAME = default

**GENERAL NOTES**

**INDEX OF SHEETS**

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**STANDARDS:**

000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS  
 001001-02 AREAS OF REINFORCEMENT BARS  
 001006 DECIMAL OF AN INCH AND OF A FOOT  
 280001-06 TEMPORARY EROSION CONTROL SYSTEMS  
 420401-08 BRIDGE APPROACH PAVEMENT CONNECTOR  
 482001-02 HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT  
 515001-03 NAME PLATE FOR BRIDGES  
 542301-03 PRECAST REINFORCED CONCRETE FLARED END SECTION  
 601101-01 CONCRETE HEADWALL FOR PIPE DRAIN  
 602301-03 INLETS, TYPE A  
 604101-01 MEDIAN INLET FOR 24" REINFORCED CONCRETE PIPE  
 630001-10 STEEL PLATE BEAM GUARDRAIL  
 630201-06 PCCHMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL  
 630301-05 SHOULDER WIDEN FOR TYPE 1 GUARDRAIL TERMINALS  
 631026-05 TRAFFIC BARRIER TERMINAL, TYPE 5  
 631031-10 TRAFFIC BARRIER TERMINAL, TYPE 6  
 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT  
 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS  
 701101-02 OFF-RD OPERATIONS, MULTILANE, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE  
 701106-02 OFF-RD OPERATIONS, MULTILANE, MORE THAN 4.5 m (15') AWAY  
 701400-05 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY  
 701416-07 LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH CROSSOVER AND BARRIER  
 701422-04 LANE CLOSURE, MULTILANE, FOR SPEEDS >= 45 MPH TO 55 MPH  
 701426-04 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS >= 45 MPH  
 701901-02 TRAFFIC CONTROL DEVICES  
 704001-07 TEMPORARY CONCRETE BARRIER  
 720001-01 SIGN PANEL MOUNTING DETAILS  
 780001-03 TYPICAL PAVEMENT MARKINGS  
 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENTS MARKERS  
 830006 LIGHT POLE ALUMINUM DAVIT ARM  
 836001-01 LIGHT POLE FOUNDATION

1) FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT MIX ASPHALT 2.016 TONS/CU.YD.  
 ALL AGGREGATE 2.05 TONS/CU.YD.  
 BITUMINOUS MATERIALS:  
 ON PAVEMENT 0.09 GAL./SQ.YD.  
 INTERMEDIATE LIFTS (FOG COAT) 0.04 GAL./SQ.YD.  
 ON AGGREGATE SURFACE 0.32 GAL./SQ.YD.  
 AGGREGATE (PRIME COAT) 0.0015 TONS/SQ.YD.  
 RIPRAP 1.50 TONS/CU.YD.

2) ALL OBSTRUCTIONS WHICH ARE WITHIN THE CLEAR ZONE, AND ARE NOT SHIELDED BY THE PROPOSED GUARDRAIL, SHALL BE REMOVED BETWEEN STATION 334+70 EB AND STATION 347+67.50 EB AND STATION 334+70 WB AND STATION 347+90 WB. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATION, ETC, WHICH PROJECT 4 IN. OR MORE ABOVE THE GROUND LINE; AND TREES WHICH WILL MATURE TO A DIAMETER OF 4 IN. OR GREATER.

3) EARTH EXCAVATION INCLUDES THE REMOVAL OF THE EXISTING AGGREGATE SHOULDERS. THE CONTRACTOR MAY INCORPORATE THESE MATERIALS INTO THE PROPOSED EMBANKMENT.

4) TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.

5) EARTHWORK COMPACTION SHALL BE TO THE SATISFACTION OF THE ENGINEER.

6) THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON THREE APPLICATIONS.

7) ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE HOT MIX ASPHALT SURFACE REMOVAL OR HOT MIX ASPHALT BINDER COURSE OR LEVELING BINDER, WHEN SPECIFIED.

8) THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 8.0%. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.

9) ON ALL SUPERELEVATED CURVES, THE PROPOSED BASE COURSE WIDENING SHALL BE CONSTRUCTED WITH A SLOPE CONFORMING TO THE RATE OF SUPERELEVATION OF THE EXISTING PAVEMENT, UNLESS OTHERWISE NOTED ON STAGING PLAN SHEETS.

10) AT ALL LOCATIONS WHERE THE PROPOSED HOT MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT MIX ASPHALT OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

11) THE LIMITS OF ROCK AND EARTH SLOPES SHOWN IN THE CROSS SECTIONS ARE APPROXIMATE. THE ACTUAL SLOPE USED SHALL BE DETERMINED BY THE MATERIAL CLASSIFICATION AS DEFINED IN ARTICLE 202.04, AND AS DIRECTED BY THE ENGINEER.

12) BITUMINOUS RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF THE DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2,000 FT. THE CONTRACTOR SHALL BE REQUIRED TO PAVE THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUTDOWN, ALL ADJACENT LANES SHALL BE BROUGHT UP TO THE SAME ELEVATION WITH RESURFACING.

13) CONNECTING OF NEW OR EXISTING STORM SEWER TO NEW OR EXISTING INLETS OR MANHOLES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE, STORM SEWER PIPE SHALL BE PLACED OR CUT FLUSH WITH THE INSIDE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE OF THE STORM SEWERS AND STRUCTURES INVOLVED.

14) STORM SEWER INVERTS SHOWN ON THE PLANS HAVE BEEN CALCULATED TO THE CENTER OF THE STRUCTURE.

15) IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS, BRIDGE APPROACH PAVEMENTS, AND PCC CONNECTOR PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 107.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.

16) PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

STRUCTURE NO.	OPERATING RATING	INVENTORY RATING	POSTING
039-0013 (EB)	33.1	19.5	NO POSTING REQUIRED
039-0049 (WB)	55.0	33.4	NO POSTING REQUIRED

19) PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION OR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR, HOWEVER, WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK. CONSTRUCTION PLANS ARE AVAILABLE FOR REVIEW AT THE DISTRICT 9 HEADQUARTERS IN CARBONDALE, ILLINOIS.

**COMMITMENTS**

NONE AS OF 02/03/2012, REFER TO COMMITMENT FILE FOR REVISIONS.

Prepared By: Joe Manfrevig  
 DISTRICT STUDIES & PLANS ENGINEER  
 Examined By: Travis Emerson  
 DISTRICT LAND ACQUISITION ENGINEER  
 Examined By: Cassie Puls  
 DISTRICT PROGRAM DEVELOPMENT ENGINEER  
 Examined By: Neil Kelly  
 DISTRICT OPERATIONS ENGINEER  
 Examined By: Douglas H. Kelsch  
 DISTRICT CONSTRUCTION ENGINEER  
 Examined By: Bruce Whiteles  
 DISTRICT MATERIALS ENGINEER  
 Approved By: Omer Asmaran  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER  
 DATE: Feb 1, 2012

**HMA MIXTURE DESIGNS**

LOCATION(S):	HOT-MIX ASPHALT SURFACE COURSE & TOP LIFT OF CROSSOVER PAVEMENT	HOT-MIX ASPHALT LEVELING BINDER	HOT-MIX ASPHALT BINDER COURSE & LOWER LIFTS OF CROSSOVER PAVEMENT	HOT-MIX ASPHALT SHOULDERS
MIXTURE USE(S):	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N105	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N105	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, N105, IL19.0	HOT-MIX ASPHALT SHOULDERS
AC/PG:	SBS PG 76-22	PG 64-22	PG 64-22	PG 58-22
RAP % (MAX):	0	10	10	50
DESIGN AIR VOIDS:	4.0% 105 GYRATION DESIGN	4.0% 105 GYRATION DESIGN	4.0% 105 GYRATION DESIGN	2.0% 30 GYRATION DESIGN
MIX COMPOSITION:	IL 9.5 mm OR IL 12.5 mm	IL 9.5mm OR IL 12.5mm	IL 19.0mm	HMA SHOULDER
(GRADATION MIXTURE)				
FRICTION AGGREGATE:	D SURFACE	NONE	NONE	NONE

HBP: 80% FED & 20% STATE

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				0003	0010					
20100500	TREE REMOVAL, ACRES	ACRE	0.25	0.25						
20200100	EARTH EXCAVATION	CU YD	5.250	5.250						
* 25000200	SEEDING, CLASS 2	ACRE	1.5	1.5						
* 25000350	SEEDING, CLASS 7	ACRE	1.5	1.5						
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	135	135						
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	135	135						
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	135	135						
* 25100115	MULCH, METHOD 2	ACRE	1.5	1.5						
* 25100630	EROSION CONTROL BLANKET	SQ YD	2,743	2,743						
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	450	450						
28000305	TEMPORARY DITCH CHECKS	FOOT	348	348						
28000400	PERIMETER EROSION BARRIER	FOOT	2,574	2,574						
28000500	INLET AND PIPE PROTECTION	EACH	6	6						
28100105	STONE RIPRAP, CLASS A3	SQ YD	22	22						

\* SPECIALTY ITEM

FILE NAME =	USER NAME = default	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITY SHEETS IL RTE 13 OVER BIG MUDDY RIVER</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
m:\28018\microstation\0phase1\0978056- t-500.dgn	PLOT SCALE = 100,0000 / IN.	DRAWN -	REVISED -					331	(12-1)-B-1	JACKSON	200	3
PLOT DATE = 1/25/2012	DATE -	CHECKED -	REVISED -		SCALE: SHEET NO. 1 OF 10 SHEETS STA. TO STA.			CONTRACT NO. 78056				
					ILLINOIS FED. AID PROJECT							

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				0003	0010				
28100107	STONE RIPRAP, CLASS A4	SO YD	4,941		4,941				
28200200	FILTER FABRIC	SO YD	4,963	22	4,941				
40600115	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	GALLON	382	382					
40600300	AGGREGATE (PRIME COAT)	TON	9	9					
40600855	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N105	TON	266	266					
40600990	TEMPORARY RAMP	SO YD	603	603					
40603550	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N105	TON	357	357					
40701911	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11 1/2"	SO YD	2,108	2,108					
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SO YD	295	295					
42400100	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SO FT	1,016	1,016					
44000100	PAVEMENT REMOVAL	SO YD	1,697	1,697					
44000151	HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"	SO YD	2,187	2,187					
44000300	CURB REMOVAL	FOOT	181	181					
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	658	658					

\* SPECIALTY ITEM

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				0003	0010				
4400600	SIDEWALK REMOVAL	SO FT	861	861					
44003100	MEDIAN REMOVAL	SO FT	8,171	8,171					
44004250	PAVED SHOULDER REMOVAL	SO YD	1,308	1,308					
48203100	HOT-MIX ASPHALT SHOULDERS	TON	450	450					
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	2		2				
50200100	STRUCTURE EXCAVATION	CU YD	2,255		2,255				
50200300	COFFERDAM EXCAVATION	CU YD	4,750		4,750				
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1		1				
50201122	COFFERDAM (TYPE 2) (LOCATION - 2)	EACH	1		1				
50201123	COFFERDAM (TYPE 2) (LOCATION - 3)	EACH	1		1				
50201124	COFFERDAM (TYPE 2) (LOCATION - 4)	EACH	1		1				
50300225	CONCRETE STRUCTURES	CU YD	3,951.3		3,951.3				
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1,866.9		1,866.9				
50300260	BRIDGE DECK GROOVING	SO YD	4,946		4,946				

\* SPECIALTY ITEM

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				0003	0010				
50300265	SEAL COAT CONCRETE	CU YD	2065.2		2065.2				
50300280	CONCRETE ENCASEMENT	CU YD	60.2		60.2				
50300300	PROTECTIVE COAT	SQ YD	6,690		6,690				
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1				
50500505	STUD SHEAR CONNECTORS	EACH	15,504		15,504				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1,192,890		1,192,890				
50800515	BAR SPLICERS	EACH	199		199				
50800530	MECHANICAL SPLICERS	EACH	3,248		3,248				
50901735	BRIDGE FENCE RAILING (SIDEWALK)	FOOT	575		575				
50901750	PARAPET RAILING	FOOT	571		571				
51201800	FURNISHING STEEL PILES HP14X73	FOOT	9,798		9,798				
51201900	FURNISHING STEEL PILES HP14X89	FOOT	9,435		9,435				
51202305	DRIVING PILES	FOOT	19,233		19,233				
51203800	TEST PILE STEEL HP14X73	EACH	8		8				

\* SPECIALTY ITEM

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	PLOT SCALE = 100.0000 / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/25/2012	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITY SHEETS  
IL RTE 13 OVER BIG MUDDY RIVER

SCALE: SHEET NO. 4 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)-B-1	JACKSON	200	6
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				0003	0010				
51203900	TEST PILE STEEL HP14X89	EACH	4		4				
51500100	NAME PLATES	EACH	2		2				
52000110	PREFORMED JOINT STRIP SEAL	FOOT	217		217				
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12		12				
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	24		24				
52100520	ANCHOR BOLTS, 1"	EACH	120		120				
52100540	ANCHOR BOLTS, 1 1/2"	EACH	24		24				
542A0217	PIPE CULVERTS, CLASS A, TYPE 1 12"	FOOT	501	501					
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	1	1					
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1	1					
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	8	8					
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	48	48					
55100500	STORM SEWER REMOVAL 12"	FOOT	240	240					
58700300	CONCRETE SEALER	SQ FT	2,387		2,387				

\* SPECIALTY ITEM

FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
m:\28018\microstation\0978056-1	12-500.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/25/2012	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITY SHEETS  
IL RTE 13 OVER BIG MUDDY RIVER

SCALE: SHEET NO. 5 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)-B-1	JACKSON	200	7
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				0003	0010				
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	189		189				
60238305	INLETS, TYPE A, WITH MEDIAN INLET (604101)	EACH	2	2					
60262405	INLETS TO BE ADJUSTED WITH NEW MEDIAN INLET (604101)	EACH	1	1					
60263000	INLETS TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1					
60500060	REMOVING INLETS	EACH	6	6					
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	39.0	39.0					
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	100.0	100.0					
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	4	4					
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	4	4					
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4					
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4					
63200310	GUARDRAIL REMOVAL	FOOT	494	494					
* 63301210	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	62.5	62.5					
* 63302700	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6	EACH	1	1					

\* SPECIALTY ITEM



CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				0003	0010				
67100100	MOBILIZATION	L SUM	1	1					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	29	29					
70100315	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	EACH	6	6					
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	29	29					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	2,543	2,543					
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	14,943	14,943					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	5,264	5,264					
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,048	1,048					
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,023	1,023					
70500100	TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	137.5	137.5					
70500665	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	1	1					
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	63	63					
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	3,597	3,597					

\* SPECIALTY ITEM

FILE NAME =	USER NAME = jvenderba	DESIGNED -	REVISED -
ca\pwwork\pwwidot\jvenderba\0297265\0778056-sh1-500.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITY SHEETS  
IL RTE 13 OVER BIG MUDDY RIVER

SCALE: SHEET NO. 7 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)-B-1	JACKSON	200	9
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78056	

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				0003	0010					
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,063	1,063						
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	2,477	2,477						
* 78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	309	309						
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	175	175						
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	32	32						
* 78200420	GUARDRAIL MARKERS, TYPE B	EACH	17	17						
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	6	6						
* 78200520	BARRIER WALL MARKERS, TYPE B	EACH	29	29						
78300100	PAVEMENT MARKING REMOVAL	SO FT	1,649	1,649						
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	155	155						
* 81028760	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2 1/2" DIA.	FOOT	182	182						
* 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	1,025	1,025						
* 81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	4	4						
* 81300610	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 14" X 12" X 6"	EACH	1	1						
* 81603030	UNIT DUCT, 600V, 2-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	1,102	1,102						

\* SPECIALTY ITEM

FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
m:\28018\microstation\0phase11\0978056-rt-500.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000 "/ IN.		CHECKED -	REVISED -
PLOT DATE = 1/25/2012		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITY SHEETS  
IL RTE 13 OVER BIG MUDDY RIVER

SCALE: SHEET NO. 8 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)-B-1	JACKSON	200	10
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

HBP: 80% FED & 20% STATE

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				0003	0010				
* 81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	1,025	1,025					
* 81702140	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	2,050	2,050					
* 82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	8	8					
* 83002200	LIGHT POLE, ALUMINUM, 40 FT. M.H., 6 FT. DAVIT ARM	EACH	6	6					
* 83003600	LIGHT POLE, ALUMINUM, 45 FT. M.H., 15 FT. DAVIT ARM	EACH	2	2					
* 83600355	LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8" X 6'	EACH	2	2					
* 83800650	BREAKAWAY DEVICE, COUPLING WITH STAINLESS STEEL SCREEN	EACH	8	8					
84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	5	5					
84200804	REMOVAL OF POLE FOUNDATION	EACH	3	3					
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5	0.5				
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	4		4				
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	340		340				
Z0075400	TIE RODS	EACH	30		30				
+ Z0076600	TRAINEES	HOUR	2,000		2,000				
X0321809	PERMANENT GROUND ANCHOR	EACH	30		30				

\* SPECIALTY ITEM +0042

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	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
	PLOT DATE = 2/2/2012	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITY SHEETS  
IL RTE 13 OVER BIG MUDDY RIVER

SCALE: SHEET NO. 9 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	12-1-B-1	JACKSON	200	11
			CONTRACT NO. 78056	
ILLINOIS FED. AID PROJECT				

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				0003	0010					
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	422		422					
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	2,055	2,055						
*X6330103	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL, TANGENT	EACH	1	1						
X7010212	TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 (SPECIAL)	EACH	2	2						
X7050167	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)	EACH	1	1						

\* SPECIALTY ITEM

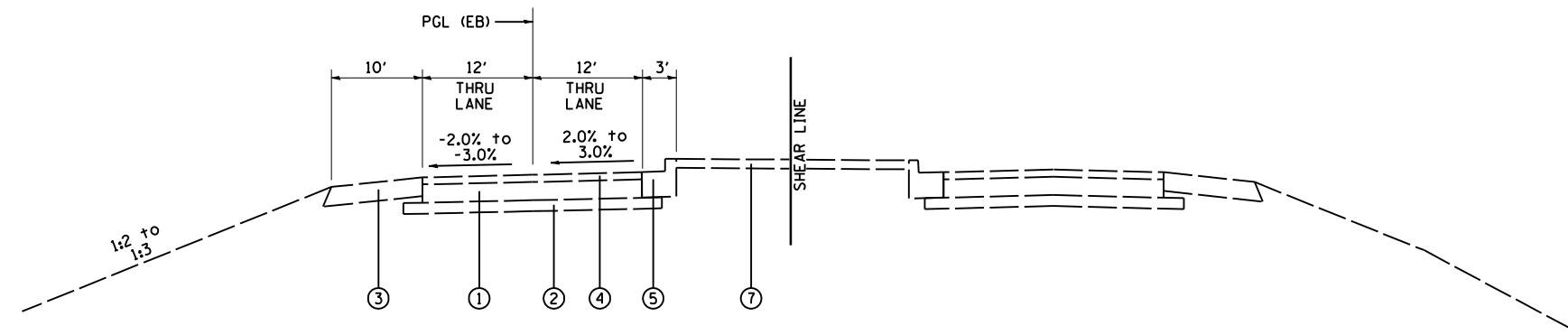
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PLOT SCALE = 100.0000 / in.		CHECKED -	REVISED -
PLOT DATE = 2/2/2012		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITY SHEETS  
IL RTE 13 OVER BIG MUDDY RIVER

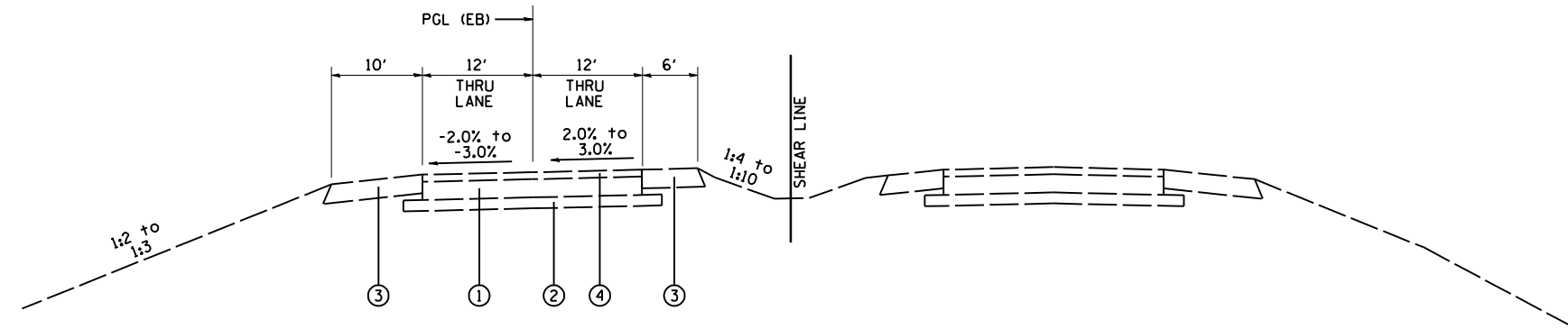
SCALE: SHEET NO. 10 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)-B-1	JACKSON	200	12
			CONTRACT NO. 78056	
ILLINOIS FED. AID PROJECT				



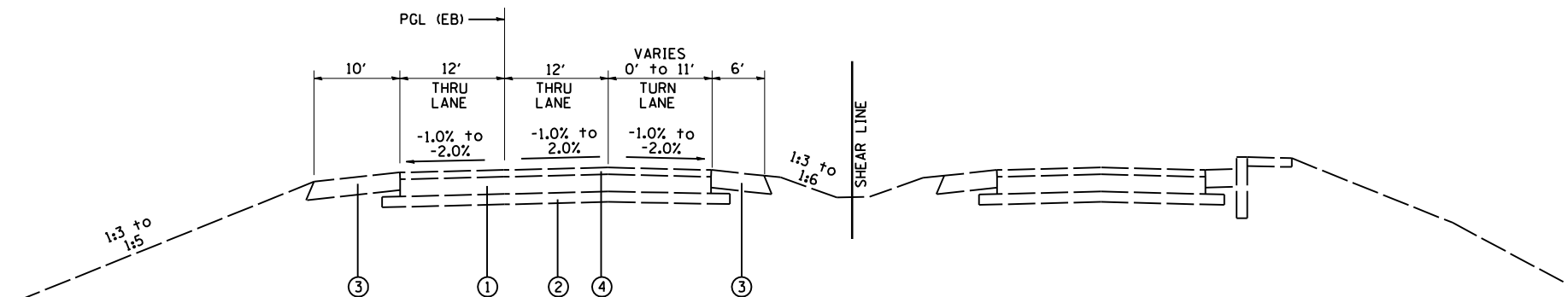
**EXISTING TYPICAL SECTION IL RTE 13 (EASTBOUND)**

STA. 344+45.50 TO STA. 347+67.50



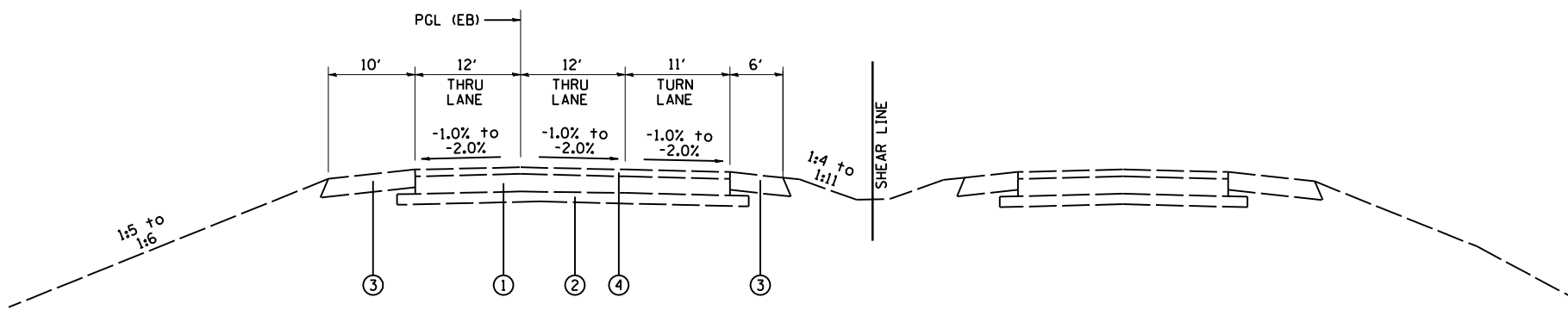
**EXISTING TYPICAL SECTION IL RTE 13 (EASTBOUND)**

STA. 338+32.40 TO STA. 344+45.50  
STRUCTURE & BRIDGE APPROACH PAVEMENT OMISSION:  
STA. 338+89.03 TO STA. 343+06.90



**EXISTING TYPICAL SECTION IL RTE 13 (EASTBOUND)**

STA. 336+41.00 TO STA. 338+32.40



**EXISTING TYPICAL SECTION IL RTE 13 (EASTBOUND)**

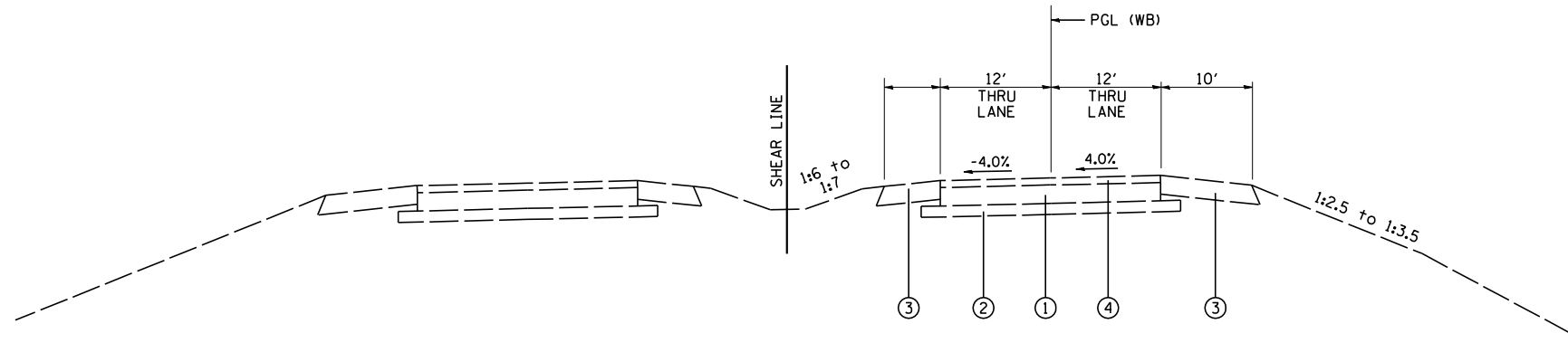
STA. 334+70.00 TO STA. 336+41.00

**TYPICAL SECTION LEGEND**

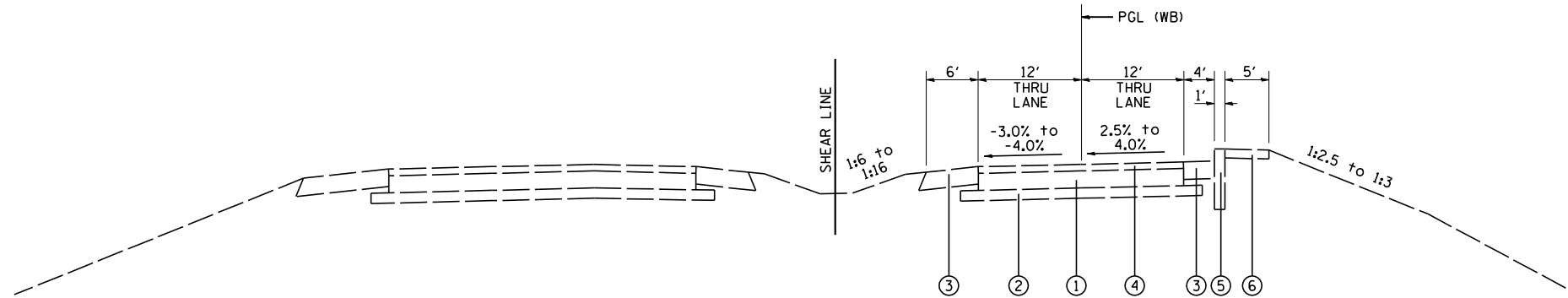
- ① EXISTING CONTINUOUSLY REINFORCED PCC PAVEMENT, 8"
- ② EXISTING STABILIZED SUB-BASE, 4" (BAM)
- ③ EXISTING STABILIZED SHOULDER, 8" (BAM)
- ④ EXISTING HMA RESURFACING, 2" (ESTIMATED)
- ⑤ EXISTING CONCRETE CURB
- ⑥ EXISTING CONCRETE SIDEWALK
- ⑦ EXISTING CONCRETE MEDIAN, 4" (ESTIMATED)
- ⑧ PROPOSED POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)
- ⑨ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N105, 1 1/2"
- ⑩ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), N105, (VARIABLE DEPTH)
- ⑪ PROPOSED PAVEMENT REMOVAL, (VARIABLE DEPTH)
- ⑫ PROPOSED PAVEMENT REMOVAL, 1/2"
- ⑬ PROPOSED HOT-MIX ASPHALT SHOULDERS, (VARIABLE DEPTH)
- ⑭ PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
- ⑮ PROPOSED PCC SIDEWALK, 4"

NOTE:  
1.) SEE EASTBOUND TYPICAL SECTIONS FOR ADDITIONAL INFORMATION  
2.) "--" SLOPE INDICATES CROSS GRADE AWAY FROM PROPOSED GRADE LINE

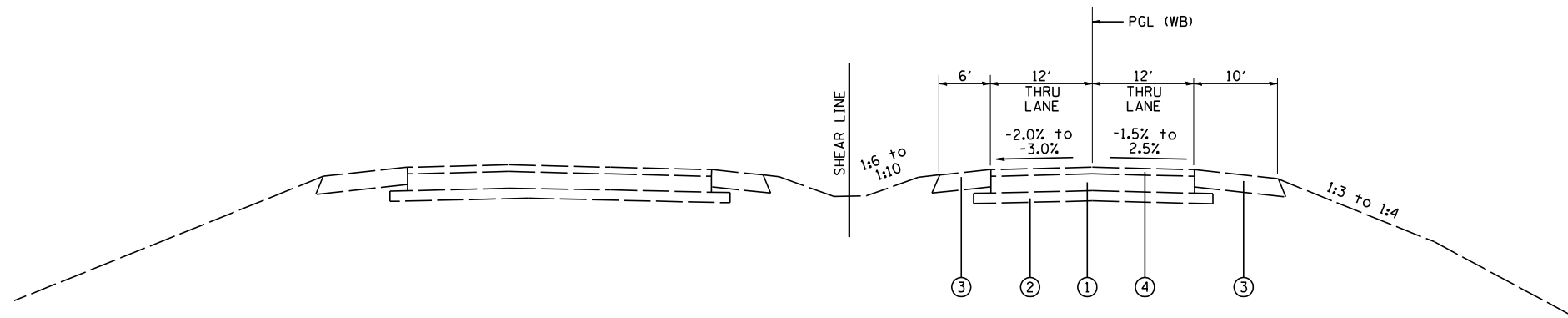
FILE NAME =	USER NAME = default	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING EASTBOUND TYPICAL SECTION SHEETS</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
M:\28018\Microstation\0Phase1\0978056-sh-typical.dgn		DRAWN -	REVISED -		331	(12-1)-B-1	JACKSON	200	13		
PLOT SCALE = 40.0000' / IN.		CHECKED -	REVISED -		<b>CONTRACT NO. 78056</b>						
PLOT DATE = 1/25/2012		DATE -	REVISED -		SCALE: NTS	SHEET NO. 1 OF 5 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



**EXISTING TYPICAL SECTION IL RTE 13 (WESTBOUND)**  
 STA 343+29.00 TO STA 344+87.60



**EXISTING TYPICAL SECTION IL RTE 13 (WESTBOUND)**  
 STA 337+35.30 TO STA 343+29.00  
 STRUCTURE & BRIDGE APPROACH PAVEMENT OMISSION:  
 STA. 338+65.91 TO STA. 342+80.67



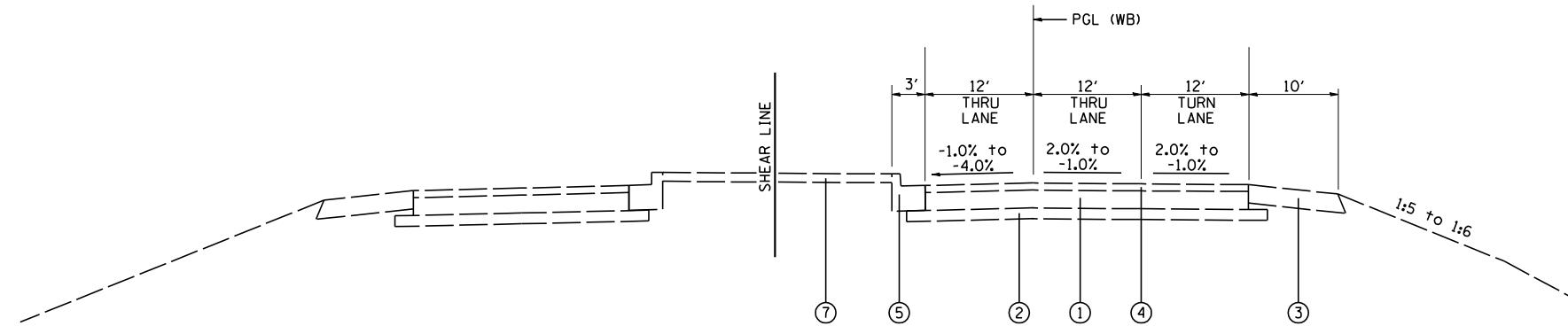
**EXISTING TYPICAL SECTION IL RTE 13 (WESTBOUND)**  
 STA 334+70.00 TO STA 337+35.30

**TYPICAL SECTION LEGEND**

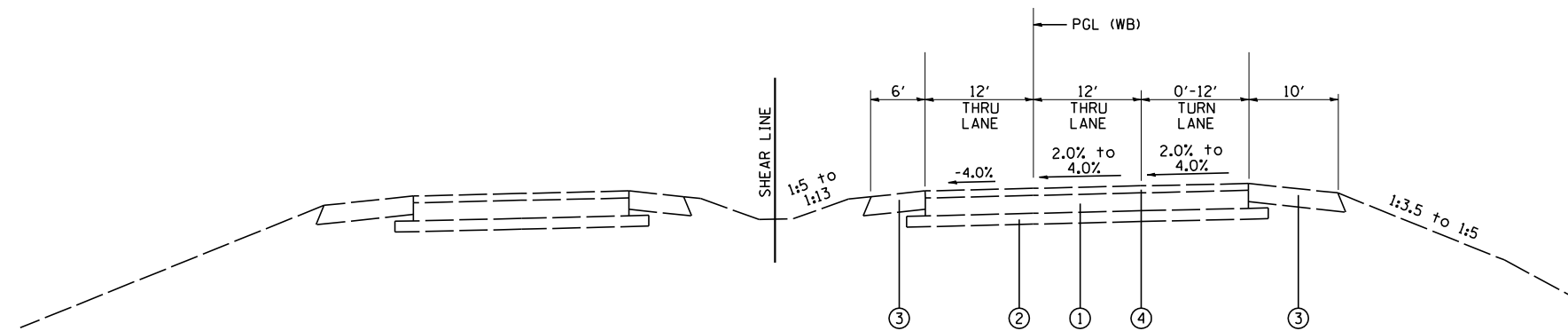
- ① EXISTING CONTINUOUSLY REINFORCED PCC PAVEMENT, 8"
- ② EXISTING STABILIZED SUB-BASE, 4" (BAM)
- ③ EXISTING STABILIZED SHOULDER, 8" (BAM)
- ④ EXISTING HMA RESURFACING, 2" (ESTIMATED)
- ⑤ EXISTING CONCRETE CURB
- ⑥ EXISTING CONCRETE SIDEWALK
- ⑦ EXISTING CONCRETE MEDIAN, 4" (ESTIMATED)
- ⑧ PROPOSED POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)
- ⑨ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N105, 1 1/2"
- ⑩ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), N105, (VARIABLE DEPTH)
- ⑪ PROPOSED PAVEMENT REMOVAL, (VARIABLE DEPTH)
- ⑫ PROPOSED PAVEMENT REMOVAL, 1/2"
- ⑬ PROPOSED HOT-MIX ASPHALT SHOULDERS, (VARIABLE DEPTH)
- ⑭ PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
- ⑮ PROPOSED PCC SIDEWALK, 4"

NOTE:  
 1.) SEE EASTBOUND TYPICAL SECTIONS FOR ADDITIONAL INFORMATION  
 2.) "--" SLOPE INDICATES CROSS GRADE AWAY FROM PROPOSED GRADE LINE

FILE NAME =	USER NAME = default	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING WESTBOUND TYPICAL SECTION SHEETS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
m:\28018\microstation\0phase1\0978056-sh-typical.dgn		DRAWN -	REVISED -		331	(12-1)-B-1	JACKSON	200	14			
PLOT SCALE = 40.0000' / IN.		CHECKED -	REVISED -		<b>CONTRACT NO. 78056</b>							
PLOT DATE = 1/25/2012		DATE -	REVISED -		SCALE: NTS	SHEET NO. 2 OF 5 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			



**EXISTING TYPICAL SECTION IL RTE 13 (WESTBOUND)**  
 STA 346+85.70 TO STA 347+90.00



**EXISTING TYPICAL SECTION IL RTE 13 (WESTBOUND)**  
 STA 344+87.60 TO STA 346+85.70

**TYPICAL SECTION LEGEND**

- ① EXISTING CONTINUOUSLY REINFORCED PCC PAVEMENT, 8"
- ② EXISTING STABILIZED SUB-BASE, 4" (BAM)
- ③ EXISTING STABILIZED SHOULDER, 8" (BAM)
- ④ EXISTING HMA RESURFACING, 2" (ESTIMATED)
- ⑤ EXISTING CONCRETE CURB
- ⑥ EXISTING CONCRETE SIDEWALK
- ⑦ EXISTING CONCRETE MEDIAN, 4" (ESTIMATED)
- ⑧ PROPOSED POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)
- ⑨ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N105, 1 1/2"
- ⑩ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), N105, (VARIABLE DEPTH)
- ⑪ PROPOSED PAVEMENT REMOVAL, (VARIABLE DEPTH)
- ⑫ PROPOSED PAVEMENT REMOVAL, 1/2"
- ⑬ PROPOSED HOT-MIX ASPHALT SHOULDERS, (VARIABLE DEPTH)
- ⑭ PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
- ⑮ PROPOSED PCC SIDEWALK, 4"

NOTE:  
 1.) SEE EASTBOUND TYPICAL SECTIONS FOR ADDITIONAL INFORMATION  
 2.) "--" SLOPE INDICATES CROSS GRADE AWAY FROM PROPOSED GRADE LINE

FILE NAME =	USER NAME = default	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING WESTBOUND TYPICAL SECTION SHEETS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
m:\28018\microstation\0phase1\0978056-sh-typical.dgn		DRAWN -	REVISED -		331	(12-1)-B-1	JACKSON	200	15			
PLOT SCALE = 40.0000' / IN.		CHECKED -	REVISED -		<b>CONTRACT NO. 78056</b>							
PLOT DATE = 1/25/2012		DATE -	REVISED -		SCALE: NTS	SHEET NO. 3 OF 5 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

**TYPICAL SECTION LEGEND**

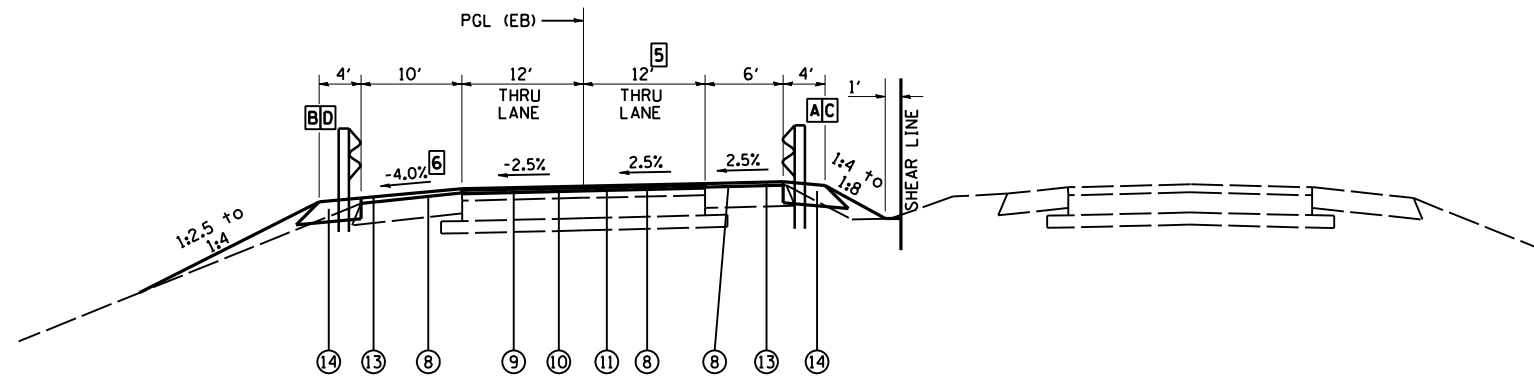
- ① EXISTING CONTINUOUSLY REINFORCED PCC PAVEMENT, 8"
- ② EXISTING STABILIZED SUB-BASE, 4" (BAM)
- ③ EXISTING STABILIZED SHOULDER, 8" (BAM)
- ④ EXISTING HMA RESURFACING, 2" (ESTIMATED)
- ⑤ EXISTING CONCRETE CURB
- ⑥ EXISTING CONCRETE SIDEWALK
- ⑦ EXISTING CONCRETE MEDIAN, 4" (ESTIMATED)
- ⑧ PROPOSED POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)
- ⑨ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", NIOS, 1 1/2"
- ⑩ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), NIOS, (VARIABLE DEPTH)
- ⑪ PROPOSED PAVEMENT REMOVAL, (VARIABLE DEPTH)
- ⑫ PROPOSED PAVEMENT REMOVAL, 1/2"
- ⑬ PROPOSED HOT-MIX ASPHALT SHOULDERS, (VARIABLE DEPTH)
- ⑭ PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
- ⑮ PROPOSED PCC SIDEWALK, 4"

**TYPICAL SECTION NOTES**

- ① VARIES -1.5% TO -2.5% FROM STA. 335+81.79 TO STA. 336+02.79
- ② VARIES -1.5% TO 2.5% FROM STA. 335+18.79 TO STA. 336+02.79
- ③ VARIES -4.0% TO -2.5% FROM STA. 337+50.00 TO STA. 337+94.04
- ④ VARIES -4.0% TO 2.5% FROM STA. 336+62.00 TO STA. 337+94.04
- ⑤ VARIES 12' TO 14' FROM STA. 347+01.00 TO STA. 347+67.50
- ⑥ VARIES -2.5% TO -4.0% FROM STA. 344+12.44 TO STA. 344+50.00
- A GUARDRAIL LIMITS FROM STA. 338+16.50 TO STA. 338+43.50
- B GUARDRAIL LIMITS FROM STA. 338+33.90 TO STA. 338+61.20
- C GUARDRAIL LIMITS FROM STA. 343+37.40 TO STA. 344+79.60
- D GUARDRAIL LIMITS FROM STA. 343+62.10 TO STA. 344+56.10

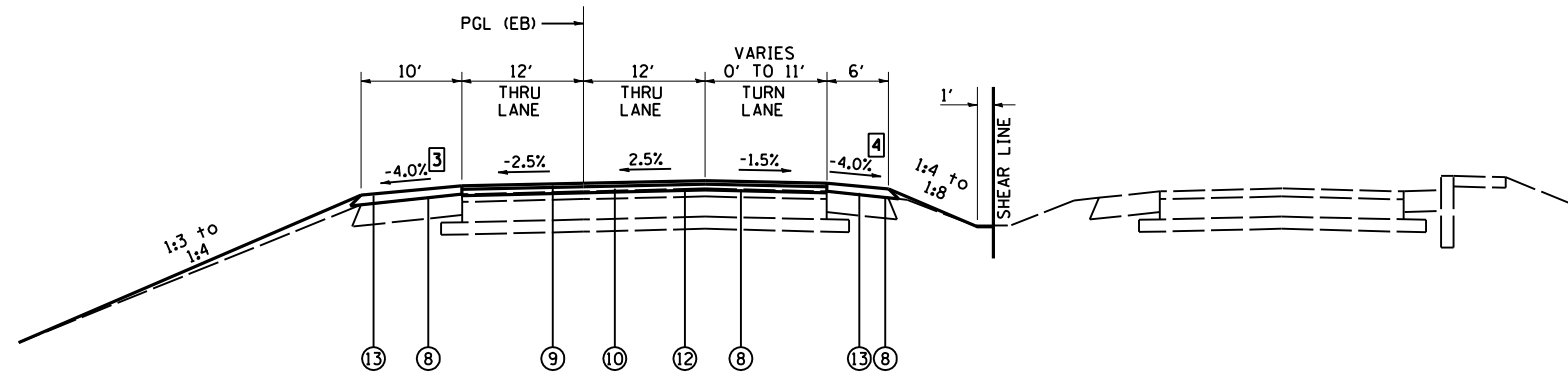
ESTIMATED VARIABLE DEPTH LEVELING BINDER THICKNESS  
 STA. 334+70.00 TO STA. 335+40.00 - NONE ANTICIPATED  
 STA. 335+40.00 TO STA. 337+94.00 - VARIES 3/4" TO 4 1/2"  
 STA. 344+12.00 TO STA. 346+38.00 - VARIES 7" TO 3/4"  
 STA. 346+38.00 TO STA. 347+67.50 - NONE ANTICIPATED

NOTE:  
 1.) SEE EASTBOUND TYPICAL SECTIONS FOR ADDITIONAL INFORMATION  
 2.) "--" SLOPE INDICATES CROSS GRADE AWAY FROM PROPOSED GRADE LINE



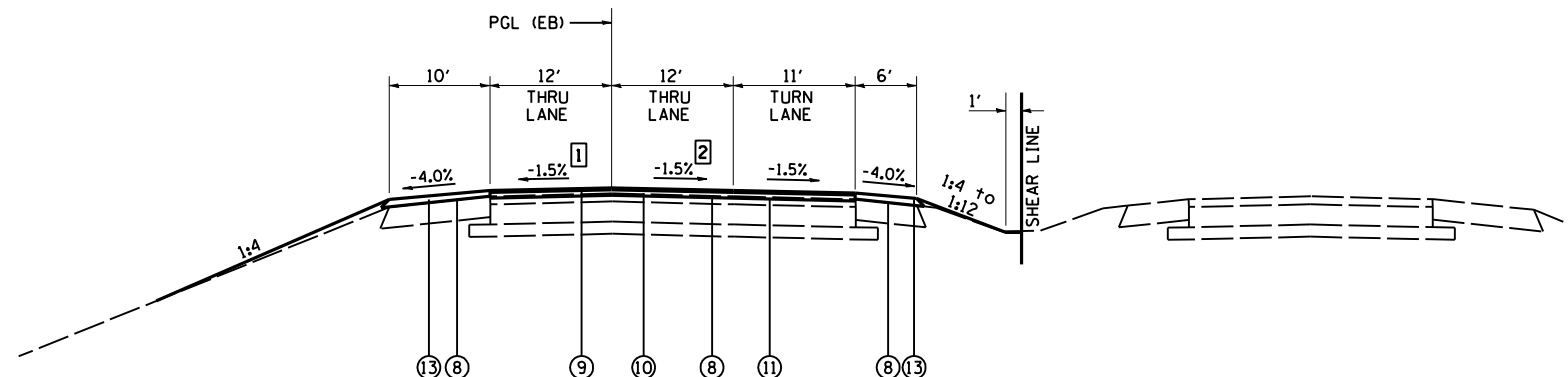
**PROPOSED TYPICAL SECTION IL RTE 13 (EASTBOUND)**

STA 337+94.04 TO STA 347+67.50  
 STRUCTURE, BRIDGE APPROACH PAVEMENT, AND CONNECTOR PAVEMENT OMISSION:  
 STA. 337+94.04 TO STA. 344+12.44



**PROPOSED TYPICAL SECTION IL RTE 13 (EASTBOUND)**

STA 336+41.00 TO STA 337+94.04



**PROPOSED TYPICAL SECTION IL RTE 13 (EASTBOUND)**

STA. 334+70.00 TO STA. 336+41.00

FILE NAME =	USER NAME = default	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED EASTBOUND TYPICAL SECTION SHEETS</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
M:\28018\Microstation\0Phase1\1\0978056-sh-typical.dgn	DRAWN -	REVISED -	REVISED -				331	(12-1)-B-1	JACKSON	200	16
PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -	REVISED -		<b>CONTRACT NO. 78056</b>						
PLOT DATE = 1/25/2012	DATE -	REVISED -	REVISED -		SCALE: NTS	SHEET NO. 4 OF 5 SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT	



**TYPICAL SECTION LEGEND**

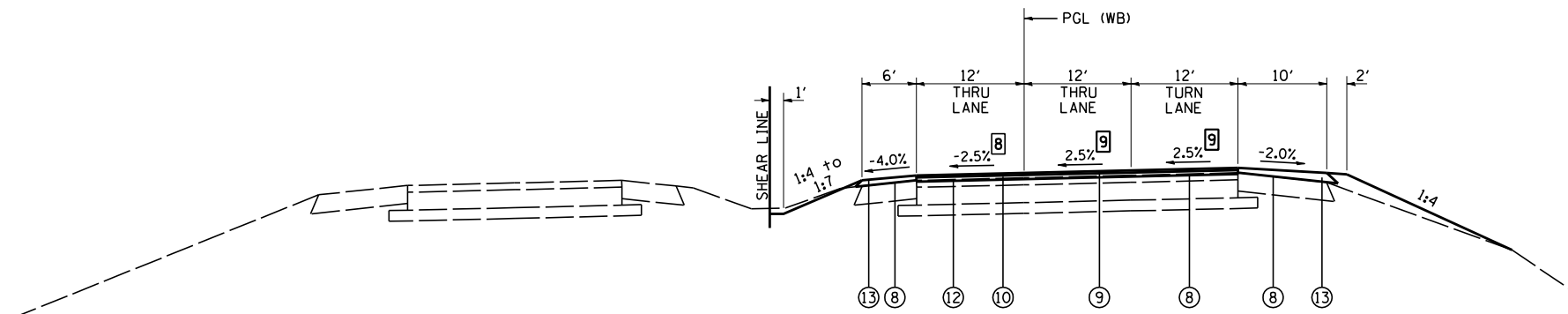
- ① EXISTING CONTINUOUSLY REINFORCED PCC PAVEMENT, 8"
- ② EXISTING STABILIZED SUB-BASE, 4" (BAM)
- ③ EXISTING STABILIZED SHOULDER, 8" (BAM)
- ④ EXISTING HMA RESURFACING, 2" (ESTIMATED)
- ⑤ EXISTING CONCRETE CURB
- ⑥ EXISTING CONCRETE SIDEWALK
- ⑦ EXISTING CONCRETE MEDIAN, 4" (ESTIMATED)
- ⑧ PROPOSED POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)
- ⑨ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N105, 1 1/2"
- ⑩ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), N105, (VARIABLE DEPTH)
- ⑪ PROPOSED PAVEMENT REMOVAL, (VARIABLE DEPTH)
- ⑫ PROPOSED PAVEMENT REMOVAL, 1/2"
- ⑬ PROPOSED HOT-MIX ASPHALT SHOULDERS, (VARIABLE DEPTH)
- ⑭ PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
- ⑮ PROPOSED PCC SIDEWALK, 4"

**TYPICAL SECTION NOTES**

- ① VARIES -1.5% TO -2.5% FROM STA. 336+09.00 TO STA. 336+30.00
- ② VARIES -1.5% TO 2.5% FROM STA. 335+46.00 TO STA. 336+30.00
- ③ VARIES 10' TO 17.58' FROM STA. 335+88.90 TO STA. 336+79.90  
VARIES 17.58' TO 10' FROM STA. 343+90.70 TO STA. 344+84.60
- ④ VARIES -2.0% TO 2.5% FROM STA. 336+74.16 TO STA. 337+67.16
- ⑤ VARIES -4.0% TO -2.5% FROM STA. 337+17.20 TO STA. 337+67.16
- ⑥ VARIES -2.5% TO -4.0% FROM STA. 343+84.56 TO STA. 344+34.60
- ⑦ VARIES 2.5% TO -2.0% FROM STA. 343+84.56 TO STA. 344+77.56
- ⑧ VARIES -2.5% TO -1.0% FROM STA. 346+53.30 TO STA. 346+93.30
- ⑨ VARIES 2.5% TO -1.0% FROM STA. 346+53.30 TO STA. 347+90.00
- A GUARDRAIL LIMITS FROM STA. 336+79.90 TO STA. 337+73.60
- B GUARDRAIL LIMITS FROM STA. 337+01.30 TO STA. 338+33.10
- C GUARDRAIL LIMITS FROM STA. 343+34.20 TO STA. 343+61.60
- D GUARDRAIL LIMITS FROM STA. 343+51.30 TO STA. 343+90.70

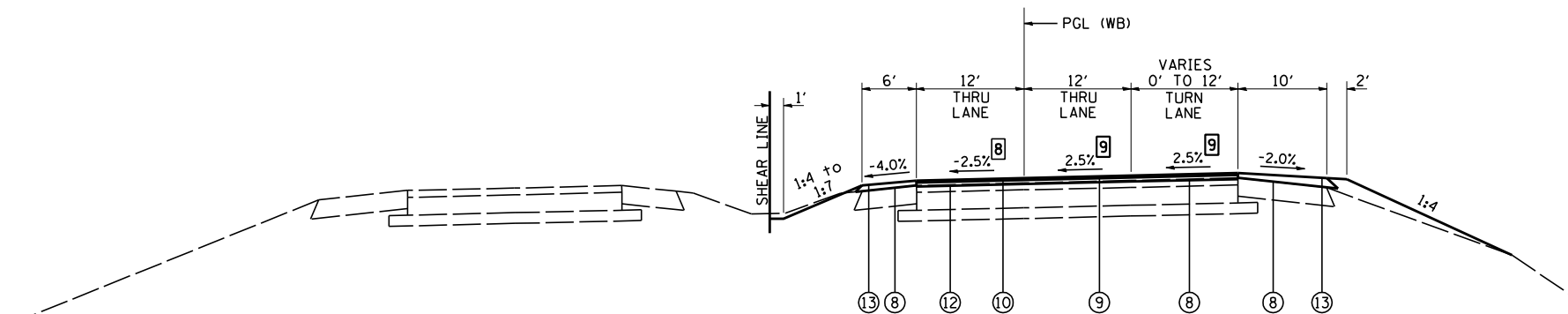
ESTIMATED VARIABLE DEPTH LEVELING BINDER THICKNESS  
 STA. 334+70.00 TO STA. 337+37.00 - NONE ANTICIPATED  
 STA. 337+37.00 TO STA. 337+67.00- VARIES 3/4" TO 2"  
 STA. 343+85.00 TO STA. 346+05.00 - VARIES 5" TO 3/4"  
 STA. 346+05.00 TO STA. 347+90.00 - NONE ANTICIPATED

NOTE:  
 1.) SEE EASTBOUND TYPICAL SECTIONS FOR ADDITIONAL INFORMATION  
 2.) "-" SLOPE INDICATES CROSS GRADE AWAY FROM PROPOSED GRADE LINE



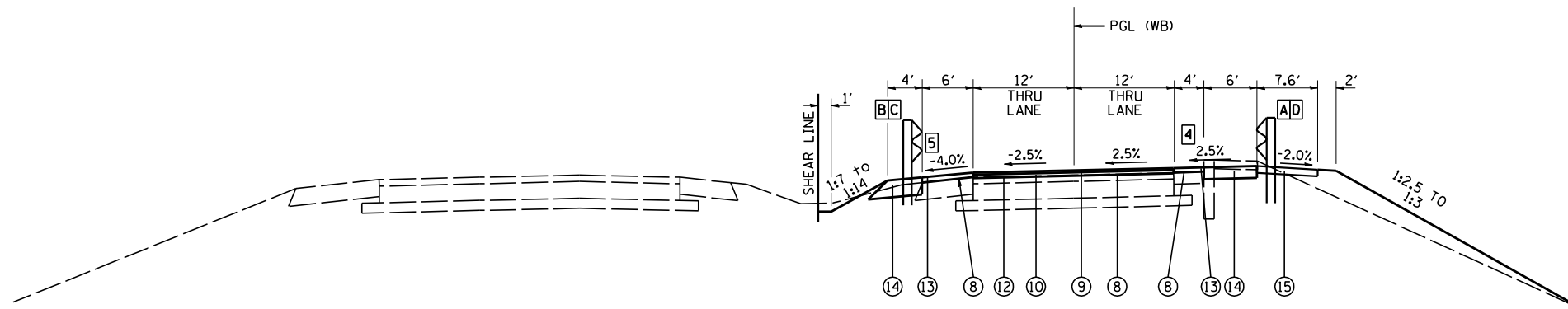
**PROPOSED TYPICAL SECTION IL RTE 13 (WESTBOUND)**

STA 346+86.00 TO STA 347+90.00



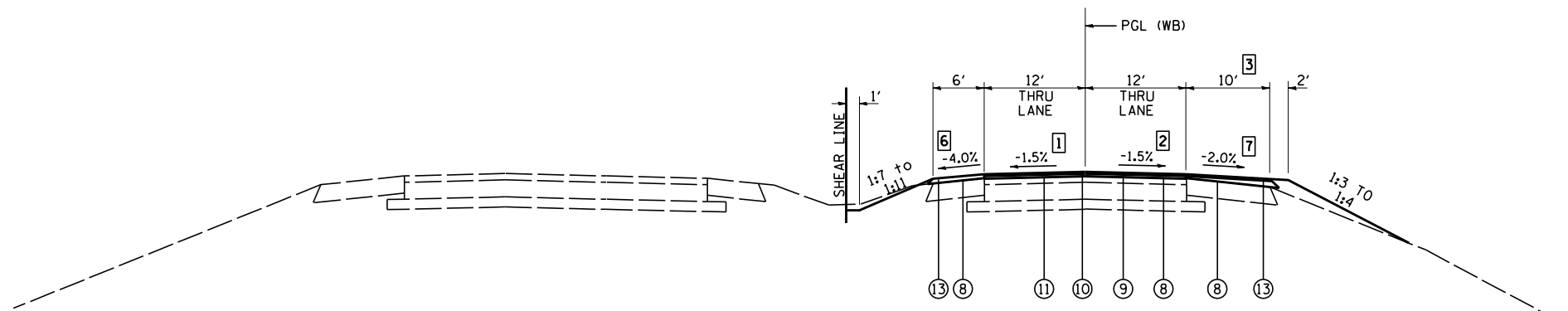
**PROPOSED TYPICAL SECTION IL RTE 13 (WESTBOUND)**

STA 345+11.00 TO STA 346+86.00



**PROPOSED TYPICAL SECTION IL RTE 13 (WESTBOUND)**

STA 336+79.90 TO STA 343+90.70  
 STRUCTURE, BRIDGE APPROACH PAVEMENT, AND CONNECTOR PAVEMENT OMISSION:  
 STA. 337+67.16 TO STA. 343+84.56



**PROPOSED TYPICAL SECTION IL RTE 13 (WESTBOUND)**

STA 334+70.00 TO STA 336+79.90  
 STA 343+90.70 TO STA 345+11.00

FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
m:\28018\microstation\0phase11\0978056-sh-typical.dgn		DRAWN -	REVISED -
PLOT SCALE = 40.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 1/25/2012		DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PROPOSED WESTBOUND  
 TYPICAL SECTION SHEETS**

SCALE: NTS SHEET NO. 5 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)-B-1	JACKSON	200	17
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

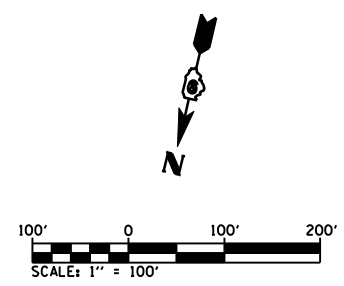
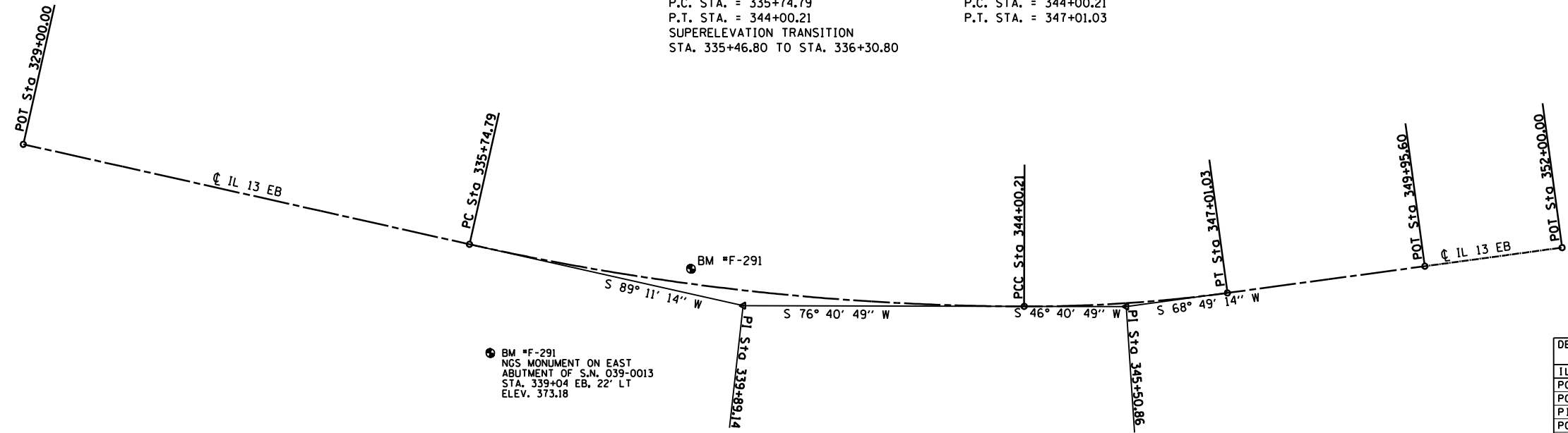






PROP. CURVE 13EPP1  
 PI STA. = 339+89.14  
 $\Delta = 12^\circ 30' 25''$  (LT)  
 $D = 1^\circ 30' 55''$   
 $R = 3,781.36'$   
 $T = 414.36'$   
 $L = 825.42'$   
 $e = 2.5\%$   
 $e = 22.63'$   
 P.C. STA. = 335+74.79  
 P.T. STA. = 344+00.21  
 SUPERELEVATION TRANSITION  
 STA. 335+46.80 TO STA. 336+30.80

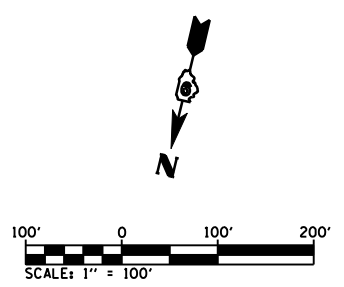
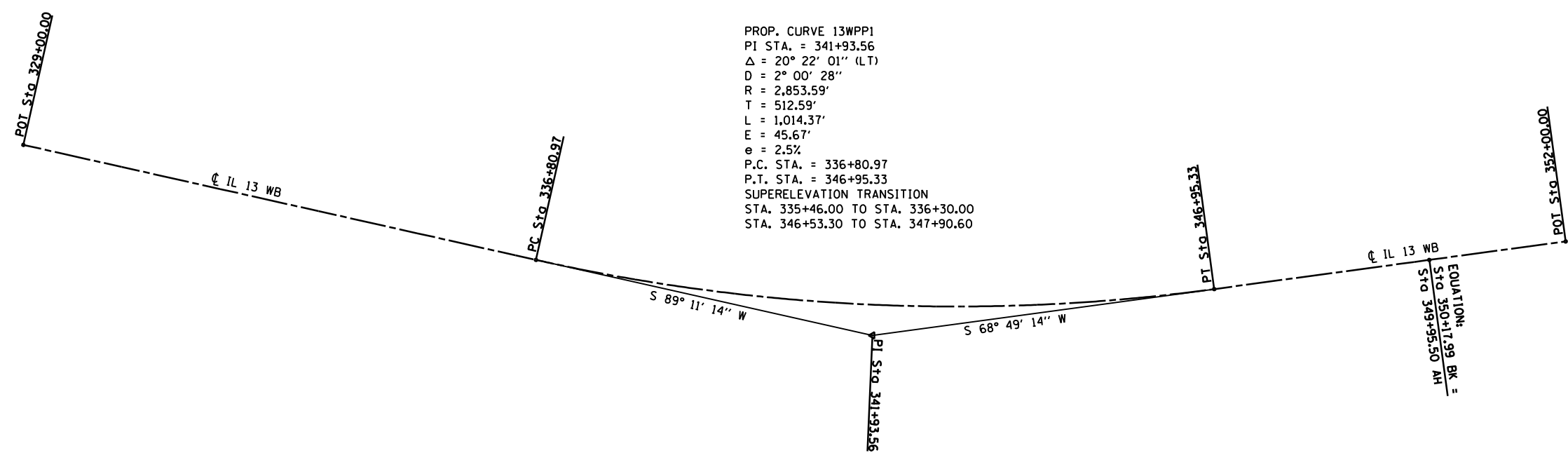
PROP. CURVE 13EPP2  
 PI STA. = 345+50.86  
 $\Delta = 7^\circ 51' 36''$  (LT)  
 $D = 2^\circ 36' 46''$   
 $R = 2,192.89'$   
 $T = 150.65'$   
 $L = 300.82'$   
 $e = 5.17'$   
 $e = 2.5\%$   
 P.C. STA. = 344+00.21  
 P.T. STA. = 347+01.03



**GROUND COORDINATES**

DESCRIPTION	NORTHING	EASTING
<b>IL RTE 13 (EB)</b>		
POT STA. 329+00.00	401,159.054	2,541,681.422
PC STA. 335+74.79	401,149.484	2,541,006.705
PI STA. 339+89.14	401,143.607	2,540,592.387
PCC STA. 344+00.21	401,048.145	2,540,042.579
PI STA. 345+50.86	401,013.439	2,540,042.579
PT STA. 347+01.03	400,959.010	2,539,902.106
POT STA. 349+95.60	400,852.809	2,539,628.012
POT STA. 352+00.00	400,778.962	2,539,437.422

PROP. CURVE 13WPP1  
 PI STA. = 341+93.56  
 $\Delta = 20^\circ 22' 01''$  (LT)  
 $D = 2^\circ 00' 28''$   
 $R = 2,853.59'$   
 $T = 512.59'$   
 $L = 1,014.37'$   
 $e = 45.67'$   
 $e = 2.5\%$   
 P.C. STA. = 336+80.97  
 P.T. STA. = 346+95.33  
 SUPERELEVATION TRANSITION  
 STA. 335+46.00 TO STA. 336+30.00  
 STA. 346+53.30 TO STA. 347+90.60

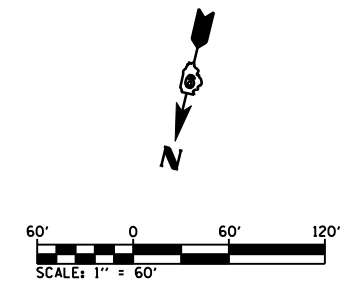
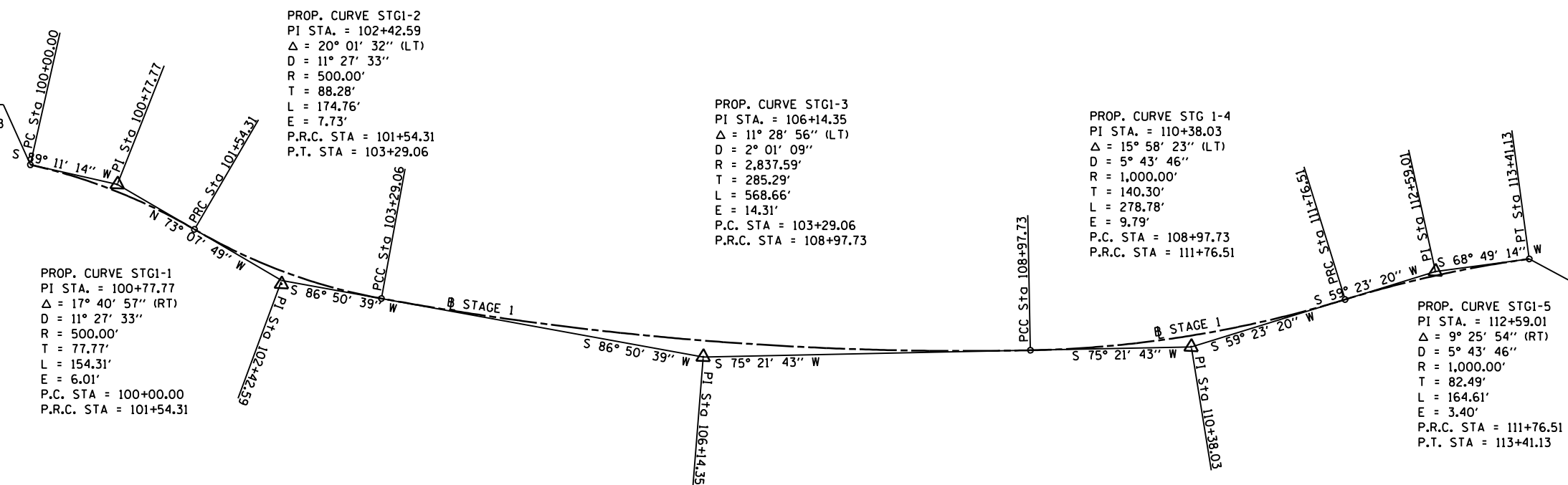


**GROUND COORDINATES**

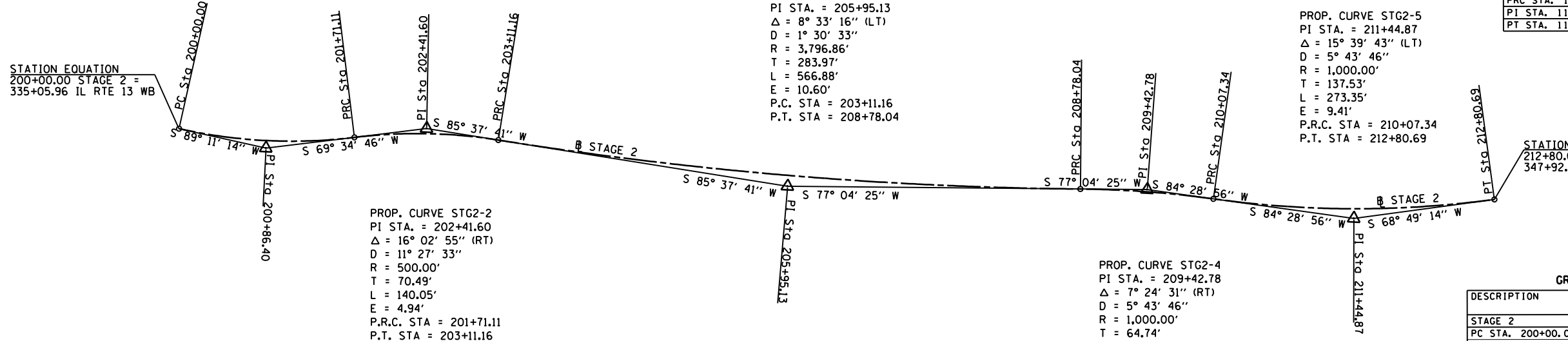
DESCRIPTION	NORTHING	EASTING
<b>IL RTE 13 (WB)</b>		
POT STA. 329+00.00	401,224.247	2,541,680.497
PC STA. 336+80.97	401,213.171	2,540,899.610
PI STA. 341+93.56	401,205.901	2,540,387.071
PT STA. 346+95.33	401,020.706	2,539,909.103
POT STA. 350+17.99BK = STA. 349+95.50 AH	400,904.131	2,539,608.238
POT STA. 352+00.00	400,830.247	2,539,417.551

FILE NAME = M:\28018\Microstation\0Phase1\1\0978056-sh1-ATB.dgn	USER NAME = default	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ALIGNMENT AND TIE SHEETS IL RTE 13 OVER BIG MUDDY RIVER</b>	SCALE:	SHEET NO. 1 OF 2 SHEETS	STA. TO STA.	F.A.P. RTE. 331	SECTION (12-1)-B-1	COUNTY JACKSON	TOTAL SHEETS 200	SHEET NO. 21		
PLOT SCALE = 200.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 78056			ILLINOIS FED. AID PROJECT						
PLOT DATE = 1/25/2012		DATE -	REVISED -												

STATION EQUATION  
100+00.00 STAGE 1 =  
334+72.79 IL RTE 13 EB

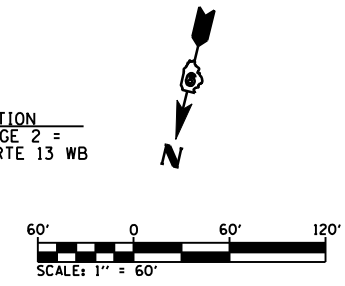


PROP. CURVE STG2-1  
PI STA. = 200+86.40  
Δ = 19° 36' 28" (LT)  
D = 11° 27' 33"  
R = 500.00'  
T = 86.40'  
L = 171.11'  
E = 7.41'  
P.C. STA = 200+00.00  
P.R.C. STA = 201+71.11



GROUND COORDINATES

DESCRIPTION	NORTHING	EASTING
STAGE 1		
PC STA. 100+00.00	401,150.930	2,541,108.686
PI STA. 100+77.77	401,149.827	2,541,030.921
PRC STA. 101+54.31	401,172.397	2,540,956.496
PI STA. 102+42.59	401,198.015	2,540,872.016
PCC STA. 103+29.06	401,193.155	2,540,783.871
PI STA. 106+14.35	401,177.450	2,540,499.017
PCC STA. 108+97.73	401,105.355	2,540,222.990
PI STA. 110+38.03	401,069.899	2,540,087.242
PRC STA. 111+76.51	400,998.455	2,539,966.492
PI STA. 112+59.01	400,956.449	2,529,895.495
PT STA. 113+41.13	400,926.645	2,539,818.574



GROUND COORDINATES

DESCRIPTION	NORTHING	EASTING
STAGE 2		
PC STA. 200+00.00	401,215.653	2,541,074.596
PI STA. 200+86.40	401,214.428	2,540,988.204
PRC STA. 201+71.11	401,184.282	2,540,907.234
PI STA. 202+41.60	401,159.689	2,540,841.178
PRC STA. 203+11.16	401,154.316	2,540,770.896
PI STA. 205+95.13	401,132.670	2,540,487.757
PRC STA. 208+78.04	401,069.146	2,540,210.987
PI STA. 209+42.78	401,054.663	2,540,147.885
PRC STA. 210+07.34	401,048.439	2,540,083.443
PI STA. 211+44.87	401,035.214	2,539,946.547
PT STA. 212+80.69	400,985.524	2,539,818.304

FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
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PLOT SCALE = 128.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 1/25/2012		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

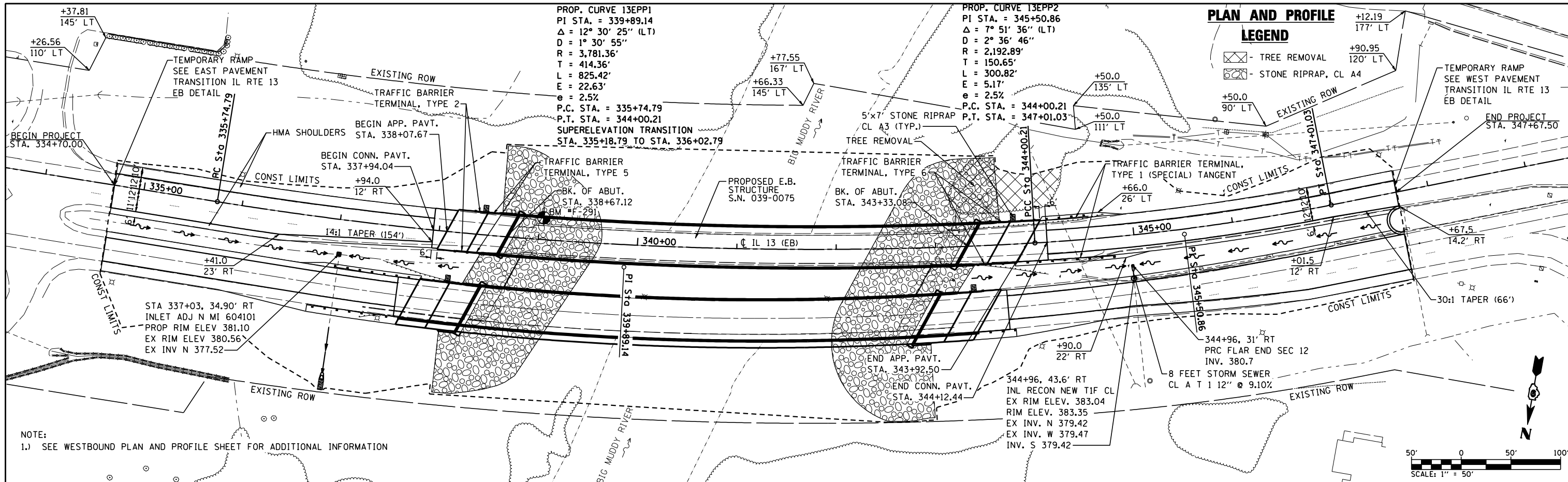
ALIGNMENT AND TIE SHEETS  
IL RTE 13 OVER BIG MUDDY RIVER

SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.

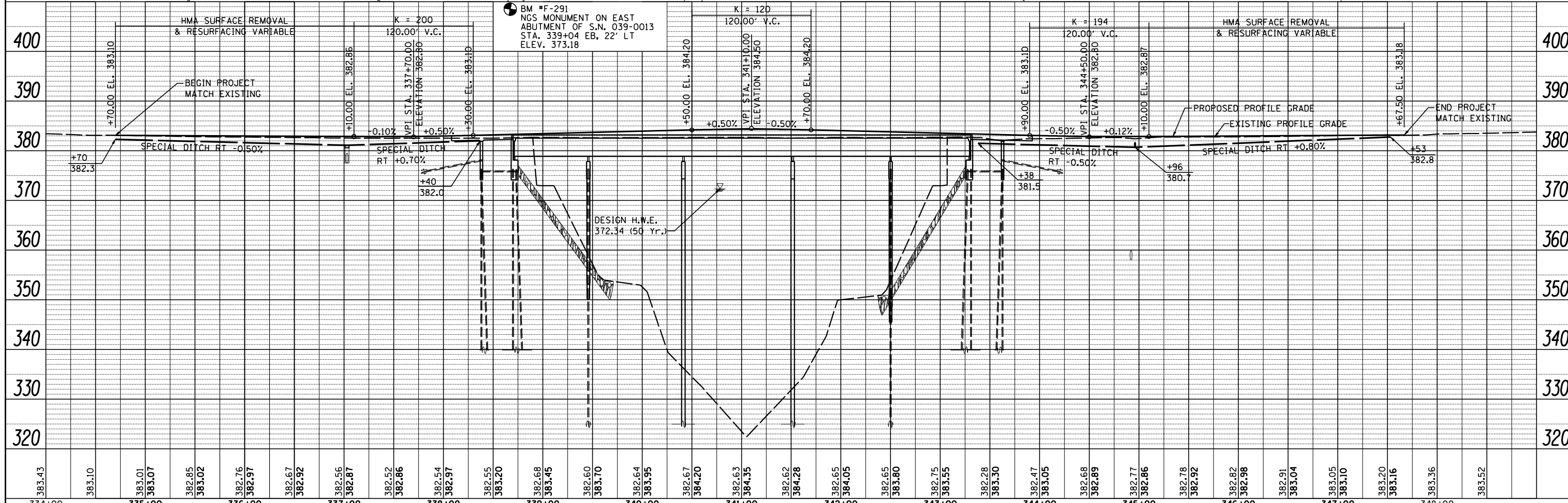
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)-B-1	JACKSON	200	22
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	AT	
	FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	AT	
	NOTATIONS	
	NO.	



NOTE:  
1.) SEE WESTBOUND PLAN AND PROFILE SHEET FOR ADDITIONAL INFORMATION



FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
m:\28018\microstation\0phase1\0978056-shp\planpr\FEB.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 1/25/2012		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

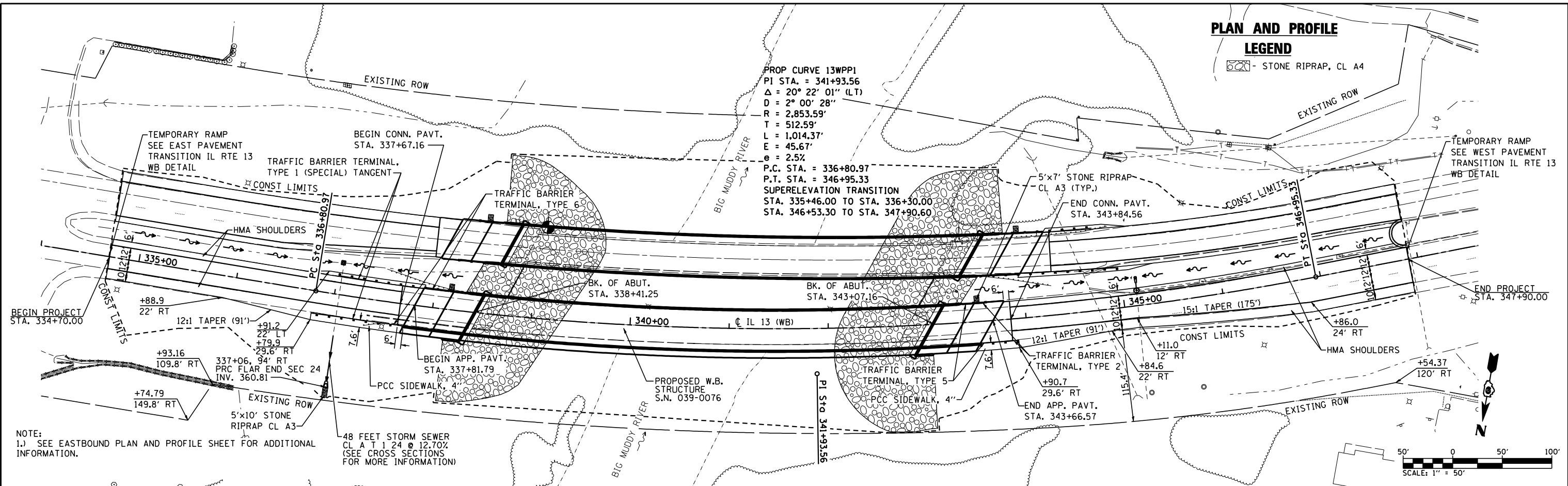
**PLAN AND PROFILE SHEETS  
(EASTBOUND)**

SCALE: 1"=50'      SHEET NO. 1 OF 1 SHEETS      STA. 334+70.00 TO STA. 347+67.50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-11B-1)	JACKSON	200	23
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	ALIGNED		
	FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	GRADES		
	STRUCTURE		
	NOTATMS		
	CHFD		
	NO.		



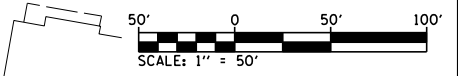
NOTE:  
1.) SEE EASTBOUND PLAN AND PROFILE SHEET FOR ADDITIONAL INFORMATION.

48 FEET STORM SEWER  
CL A T 1 24 @ 12.70%  
(SEE CROSS SECTIONS  
FOR MORE INFORMATION)

PROP CURVE 13WPP1  
PI STA. = 341+93.56  
 $\Delta = 20^\circ 22' 01''$  (LT)  
D = 2° 00' 28"  
R = 2,853.59'  
T = 512.59'  
L = 1,014.37'  
E = 45.67'  
e = 2.5%  
P.C. STA. = 336+80.97  
P.T. STA. = 346+95.33  
SUPERELEVATION TRANSITION  
STA. 335+46.00 TO STA. 336+30.00  
STA. 346+53.30 TO STA. 347+90.60

**PLAN AND PROFILE**  
**LEGEND**

STONE RIPRAP, CL A4







400	HMA SURFACE REMOVAL & RESURFACING VARIABLE		K = 200 120.00' V.C.	K = 120 120.00' V.C.		K = 194 120.00' V.C.		HMA SURFACE REMOVAL & RESURFACING VARIABLE		400																				
390	BEGIN PROJECT MATCH EXISTING		VPI STA. 337+70.00 ELEVATION 383.40	VPI STA. 341+10.00 ELEVATION 385.10		VPI STA. 344+00.00 ELEVATION 383.65		PROPOSED PROFILE GRADE		390																				
380			-0.10%	+0.50%		-0.50%		EXISTING PROFILE GRADE		380																				
370				DESIGN H.W.E. 372.34 (50 Yr.)						370																				
360										360																				
350										350																				
340										340																				
330										330																				
320										320																				
383.94	383.76	383.64 383.67	383.52 383.62	383.46 383.57	383.41 383.52	383.42 383.47	383.28 383.46	383.25 383.57	383.31 383.80	383.40 384.05	383.39 384.30	383.48 384.55	383.36 384.80	383.34 384.95	383.37 384.88	383.55 384.65	383.45 384.40	383.25 384.15	383.26 383.90	383.41 383.74	383.46 383.71	383.50 383.77	383.67 383.83	383.73 383.89	383.86 383.95	383.93 384.01	384.11 384.07	384.24	384.27	384+00

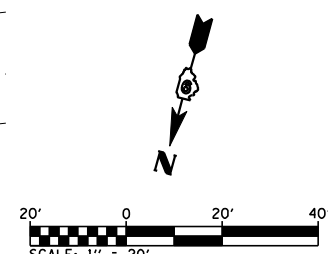
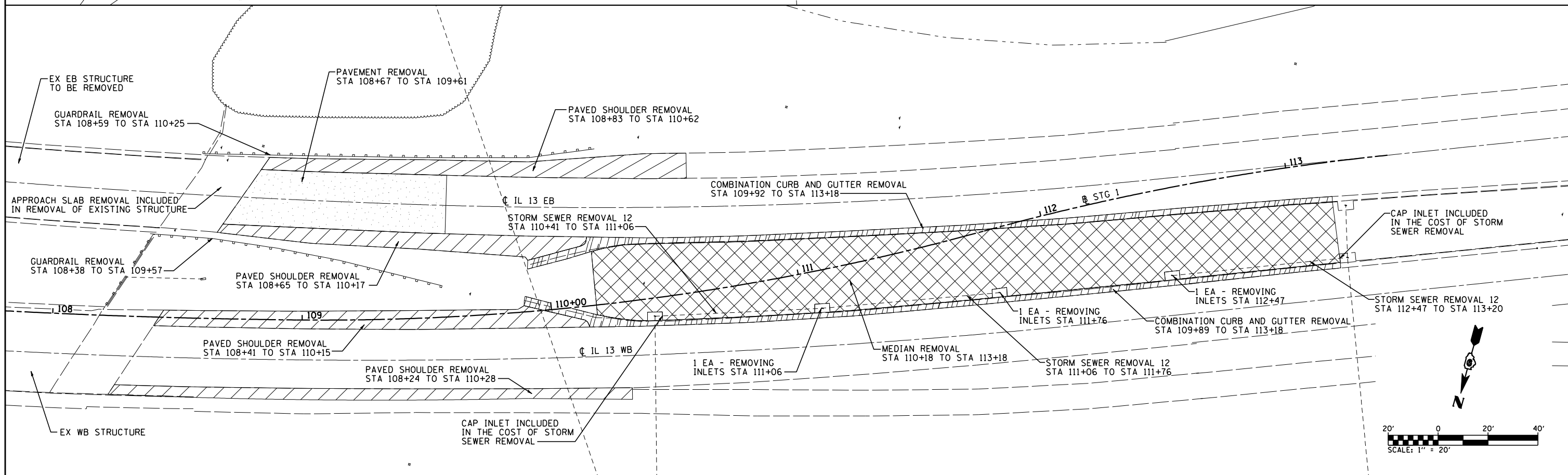
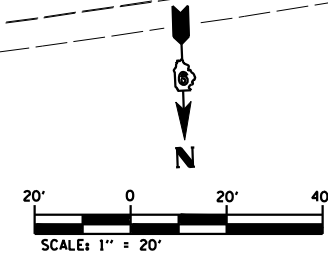
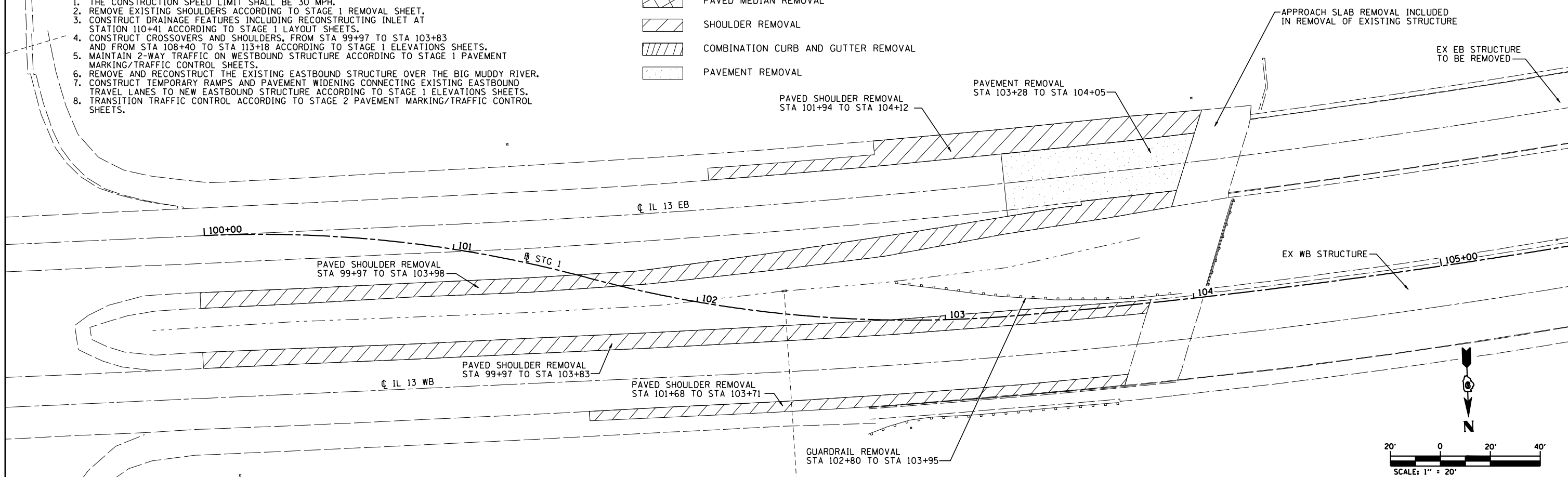


SUGGESTED SEQUENCE OF CONSTRUCTION OPERATIONS STAGE 1

1. THE CONSTRUCTION SPEED LIMIT SHALL BE 30 MPH.
2. REMOVE EXISTING SHOULDERS ACCORDING TO STAGE 1 REMOVAL SHEET.
3. CONSTRUCT DRAINAGE FEATURES INCLUDING RECONSTRUCTING INLET AT STATION 110+41 ACCORDING TO STAGE 1 LAYOUT SHEETS.
4. CONSTRUCT CROSSOVERS AND SHOULDERS, FROM STA 99+97 TO STA 103+83 AND FROM STA 108+40 TO STA 113+18 ACCORDING TO STAGE 1 ELEVATIONS SHEETS.
5. MAINTAIN 2-WAY TRAFFIC ON WESTBOUND STRUCTURE ACCORDING TO STAGE 1 PAVEMENT MARKING/TRAFFIC CONTROL SHEETS.
6. REMOVE AND RECONSTRUCT THE EXISTING EASTBOUND STRUCTURE OVER THE BIG MUDDY RIVER.
7. CONSTRUCT TEMPORARY RAMPS AND PAVEMENT WIDENING CONNECTING EXISTING EASTBOUND TRAVEL LANES TO NEW EASTBOUND STRUCTURE ACCORDING TO STAGE 1 ELEVATIONS SHEETS.
8. TRANSITION TRAFFIC CONTROL ACCORDING TO STAGE 2 PAVEMENT MARKING/TRAFFIC CONTROL SHEETS.




**REMOVAL LEGEND**

-  PAVED MEDIAN REMOVAL
-  SHOULDER REMOVAL
-  COMBINATION CURB AND GUTTER REMOVAL
-  PAVEMENT REMOVAL

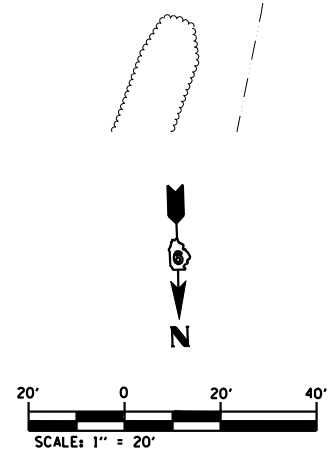
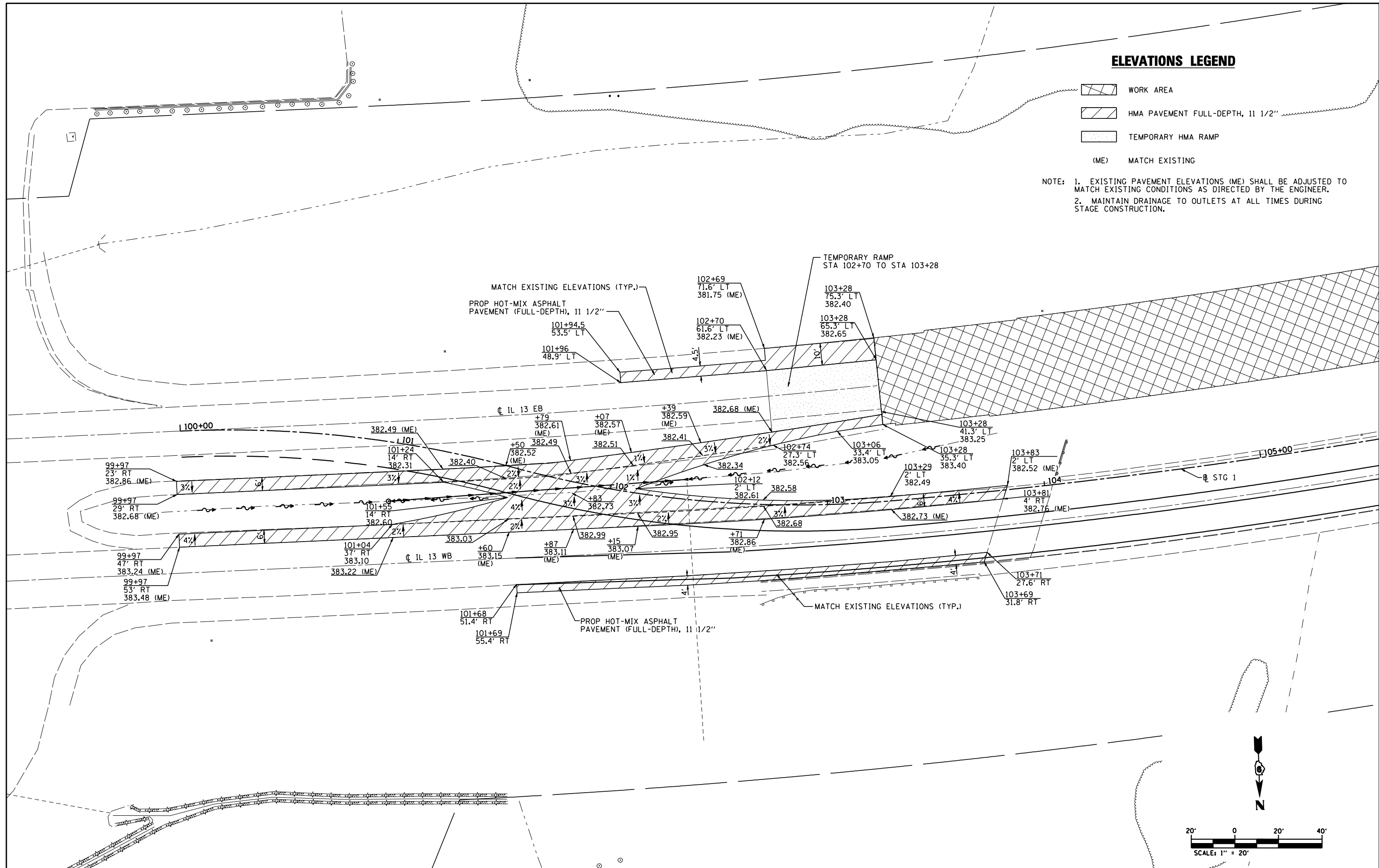


FILE NAME =	USER NAME = default	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGE 1 SHEETS REMOVAL</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
M:\28018\Microstation\0Phase1\1\0978056-sh1-staging1.dgn		DRAWN -	REVISED -		331	112-11B-1	JACKSON	200	25	CONTRACT NO. 78056		
	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -		SCALE: 1"=20'			SHEET NO. 1 OF 9 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT	
	PLOT DATE = 1/25/2012	DATE -	REVISED -									

**ELEVATIONS LEGEND**

-  WORK AREA
-  HMA PAVEMENT FULL-DEPTH, 11 1/2"
-  TEMPORARY HMA RAMP
- (ME) MATCH EXISTING

NOTE: 1. EXISTING PAVEMENT ELEVATIONS (ME) SHALL BE ADJUSTED TO MATCH EXISTING CONDITIONS AS DIRECTED BY THE ENGINEER.  
 2. MAINTAIN DRAINAGE TO OUTLETS AT ALL TIMES DURING STAGE CONSTRUCTION.






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	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/25/2012	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

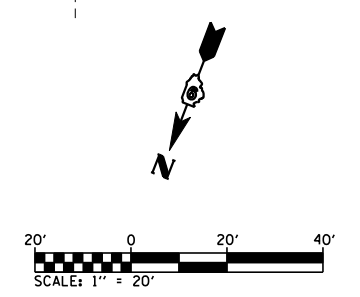
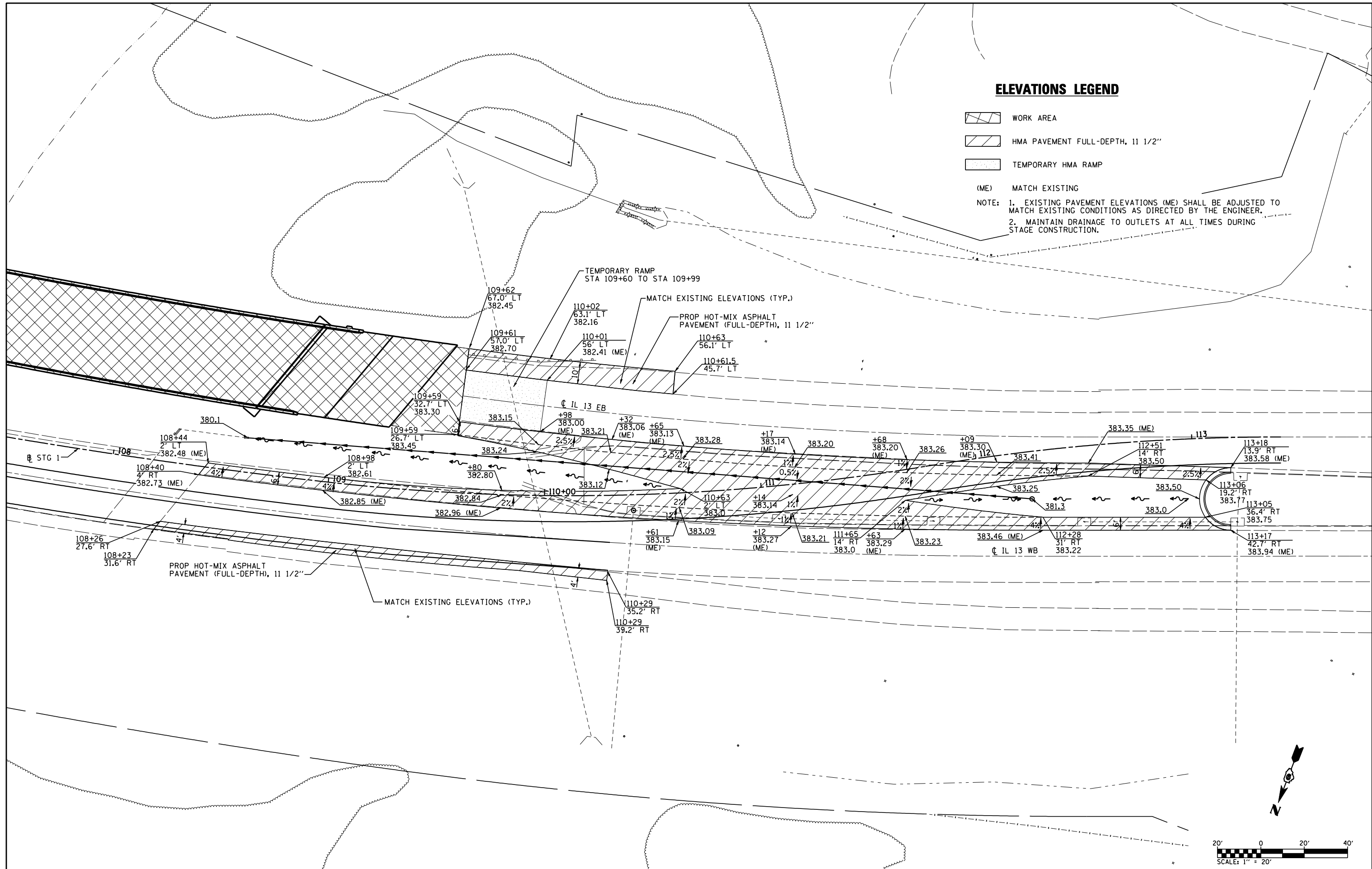
<b>SCALE: 1"=20'</b>		<b>STAGE 1 SHEETS ELEVATIONS</b>	
SHEET NO. 2	OF 9 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	112-11B-1	JACKSON	200	26
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

**ELEVATIONS LEGEND**

-  WORK AREA
-  HMA PAVEMENT FULL-DEPTH, 11 1/2"
-  TEMPORARY HMA RAMP

(ME) MATCH EXISTING  
 NOTE: 1. EXISTING PAVEMENT ELEVATIONS (ME) SHALL BE ADJUSTED TO MATCH EXISTING CONDITIONS AS DIRECTED BY THE ENGINEER.  
 2. MAINTAIN DRAINAGE TO OUTLETS AT ALL TIMES DURING STAGE CONSTRUCTION.



FILE NAME = M:\28018\Microstation\0Phase1\0978056-sh1-staging1.dgn	USER NAME = default	DESIGNED -	REVISED -
PLOT SCALE = 40.0000' / IN.	CHECKED -	DRAWN -	REVISED -
PLOT DATE = 1/25/2012	DATE -		REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE 1 SHEETS  
ELEVATIONS**

SCALE: 1"=20'      SHEET NO. 3 OF 9 SHEETS      STA.      TO STA.

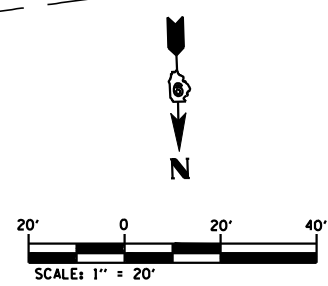
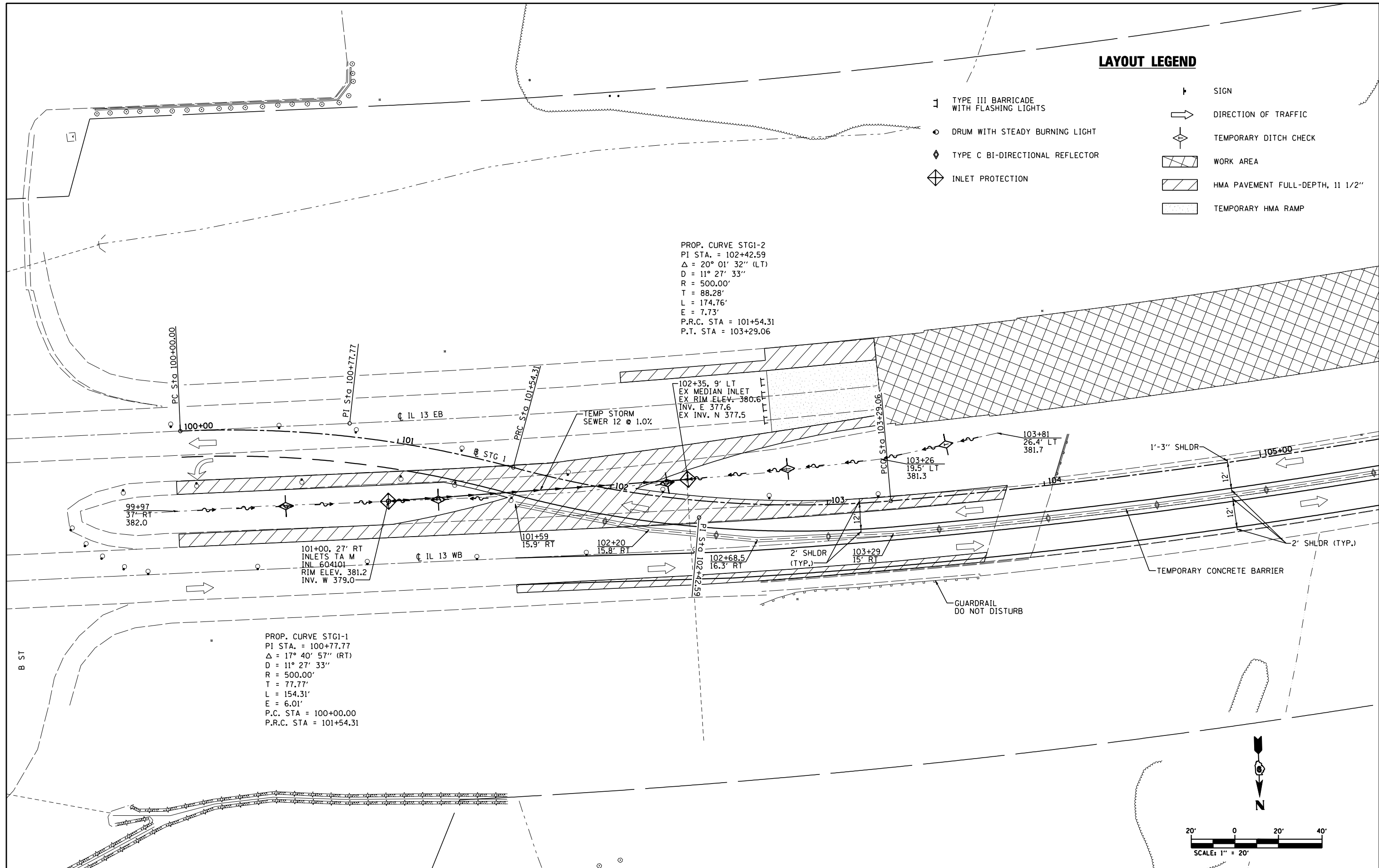
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-11B-1)	JACKSON	200	27
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

**LAYOUT LEGEND**

- 1 TYPE III BARRICADE WITH FLASHING LIGHTS
- DRUM WITH STEADY BURNING LIGHT
- ◇ TYPE C BI-DIRECTIONAL REFLECTOR
- ◇ INLET PROTECTION
- ↑ SIGN
- DIRECTION OF TRAFFIC
- ◇ TEMPORARY DITCH CHECK
- ▨ WORK AREA
- ▨ HMA PAVEMENT FULL-DEPTH, 11 1/2"
- ▨ TEMPORARY HMA RAMP

PROP. CURVE STG1-2  
 PI STA. = 102+42.59  
 $\Delta$  = 20° 01' 32" (LT)  
 D = 11° 27' 33"  
 R = 500.00'  
 T = 88.28'  
 L = 174.76'  
 E = 7.73'  
 P.R.C. STA = 101+54.31  
 P.T. STA = 103+29.06

PROP. CURVE STG1-1  
 PI STA. = 100+77.77  
 $\Delta$  = 17° 40' 57" (RT)  
 D = 11° 27' 33"  
 R = 500.00'  
 T = 77.77'  
 L = 154.31'  
 E = 6.01'  
 P.C. STA = 100+00.00  
 P.R.C. STA = 101+54.31



FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
M:\28018\Microstation\0Phase1\1\0978056-sh1-staging1.dgn		DRAWN -	REVISED -
PLOT SCALE = 40.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 1/25/2012		DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>STAGE 1 SHEETS LAYOUT</b>	
SCALE: 1"=20'	SHEET NO. 4 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	112-11B-1	JACKSON	200	28
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

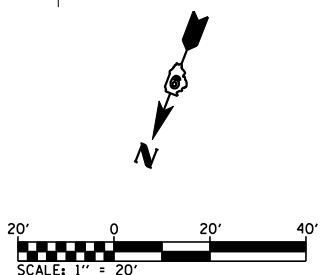
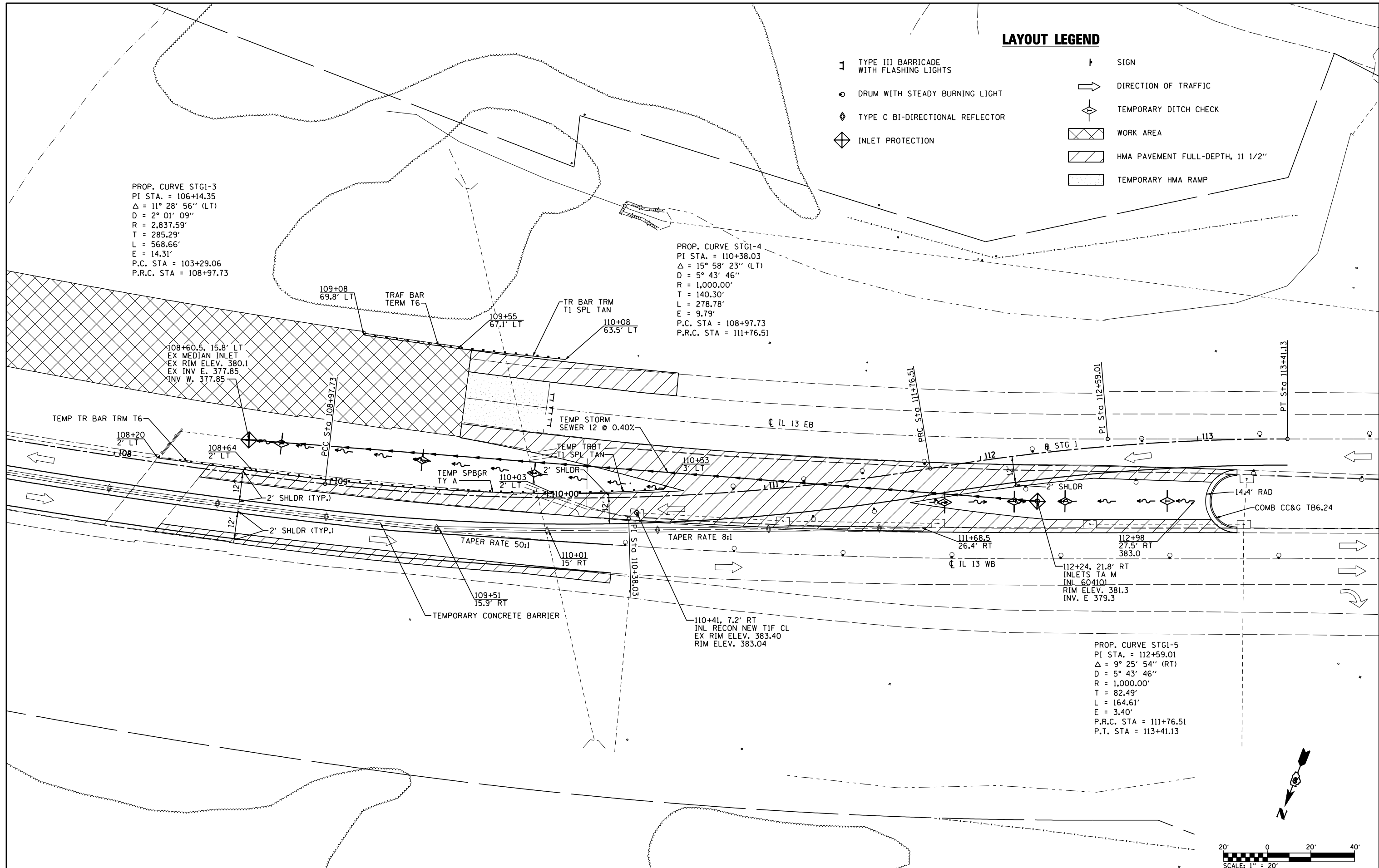
**LAYOUT LEGEND**

- ⊥ TYPE III BARRICADE WITH FLASHING LIGHTS
- ⊙ DRUM WITH STEADY BURNING LIGHT
- ◇ TYPE C BI-DIRECTIONAL REFLECTOR
- ⊠ INLET PROTECTION
- ↑ SIGN
- DIRECTION OF TRAFFIC
- ◇ TEMPORARY DITCH CHECK
- ▨ WORK AREA
- ▨ HMA PAVEMENT FULL-DEPTH, 11 1/2"
- ▨ TEMPORARY HMA RAMP

PROP. CURVE STG1-3  
 PI STA. = 106+14.35  
 $\Delta = 11^\circ 28' 56''$  (LT)  
 $D = 2^\circ 01' 09''$   
 $R = 2,837.59'$   
 $T = 285.29'$   
 $L = 568.66'$   
 $E = 14.31'$   
 P.C. STA = 103+29.06  
 P.R.C. STA = 108+97.73

PROP. CURVE STG1-4  
 PI STA. = 110+38.03  
 $\Delta = 15^\circ 58' 23''$  (LT)  
 $D = 5^\circ 43' 46''$   
 $R = 1,000.00'$   
 $T = 140.30'$   
 $L = 278.78'$   
 $E = 9.79'$   
 P.C. STA = 108+97.73  
 P.R.C. STA = 111+76.51

PROP. CURVE STG1-5  
 PI STA. = 112+59.01  
 $\Delta = 9^\circ 25' 54''$  (RT)  
 $D = 5^\circ 43' 46''$   
 $R = 1,000.00'$   
 $T = 82.49'$   
 $L = 164.61'$   
 $E = 3.40'$   
 P.R.C. STA = 111+76.51  
 P.T. STA = 113+41.13



FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
Ms:\28018\Microstation\0Phase1\10978056-sh1-staging.dgn		DRAWN -	REVISED -
PLOT SCALE = 40.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 1/25/2012		DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**







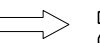
**STAGE 1 SHEETS  
 LAYOUT**

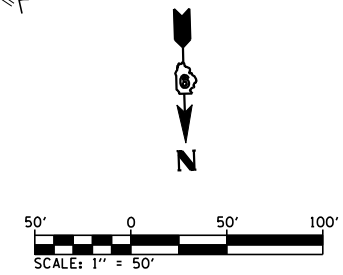
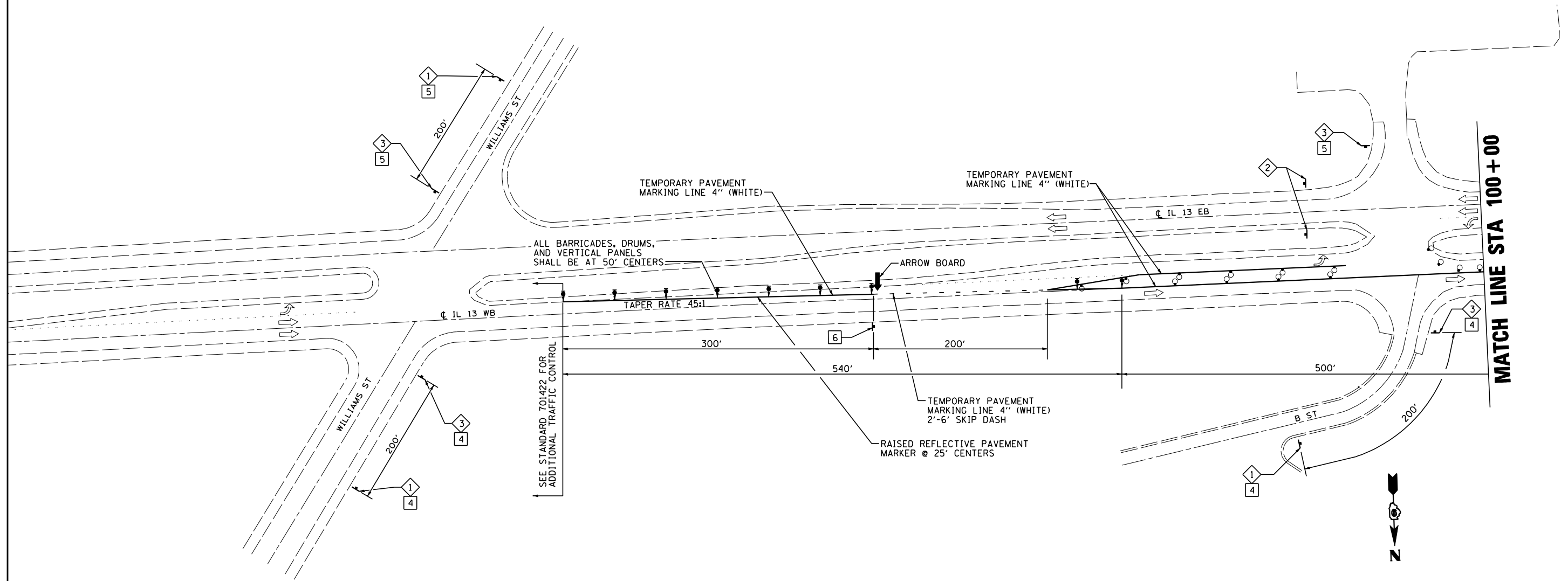
SCALE: 1"=20' SHEET NO. 5 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-11B-1)	JACKSON	200	29
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

**PAVEMENT MARKING/TRAFFIC CONTROL**

**LEGEND**

- ◇ ROAD CONSTRUCTION AHEAD-W20-03(O)-48
- ◇ END ROAD WORK-G20-2(O)-36
- ◇ LEFT LANE CLOSED AHEAD-W20-5L(O)-48
- ④ 24" X 24" 
- ⑤ 24" X 24" 
- ⑥ 36" X 24" 
-  SIGNAGE
-  BARRICADE OR DRUM WITH FLASHING LIGHT
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTION LIGHT
-  DIRECTION OF TRAFFIC (INFORMATION ONLY)



FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
ms:\28018\microstation\0phase1\0978056-sh1-staging1.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 1/25/2012		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**



**STAGE 1 SHEETS  
PAVEMENT MARKINGS / TRAFFIC CONTROL SHEETS**

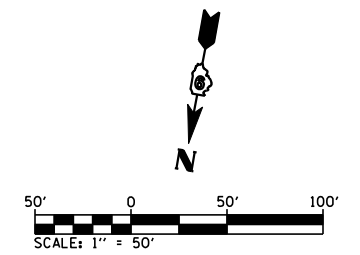
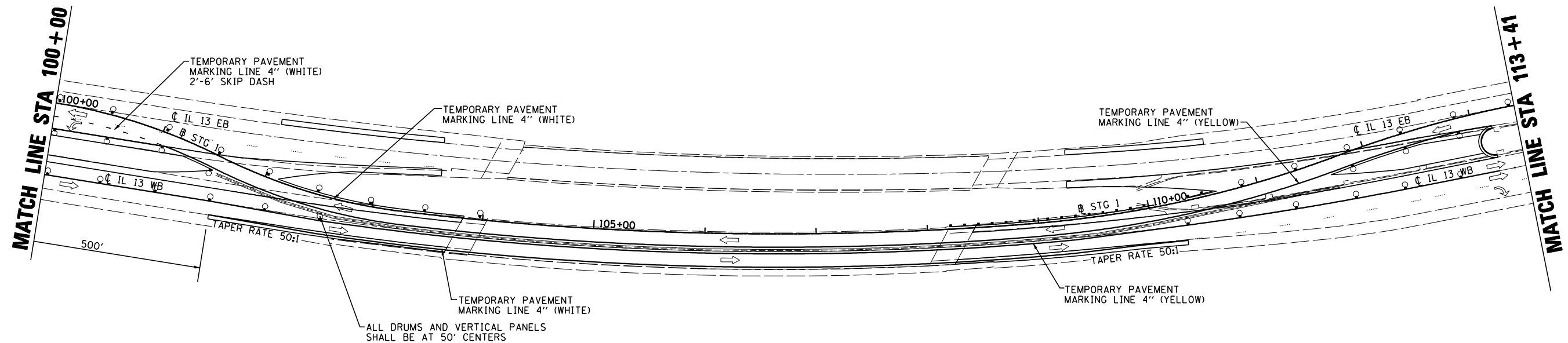
SCALE: 1"=50' SHEET NO. 6 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-11B-1)	JACKSON	200	30
CONTRACT NO. 78056			ILLINOIS FED. AID PROJECT	

**PAVEMENT MARKING/TRAFFIC CONTROL**

**LEGEND**

- ◊ ROAD CONSTRUCTION AHEAD-W20-03(O)-48
- ◊ END ROAD WORK-G20-2(O)-36
- ◊ LEFT LANE CLOSED AHEAD-W20-5L(O)-48
- ◻ 24" X 24" 
- ◻ 24" X 24" 
- ⊥ SIGNAGE
- BARRICADE OR DRUM WITH FLASHING LIGHT
- ⬇️ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONO DIRECTION LIGHT
- ➔ DIRECTION OF TRAFFIC (INFORMATION ONLY)



FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
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PLOT DATE = 1/25/2012		DATE -	REVISED -

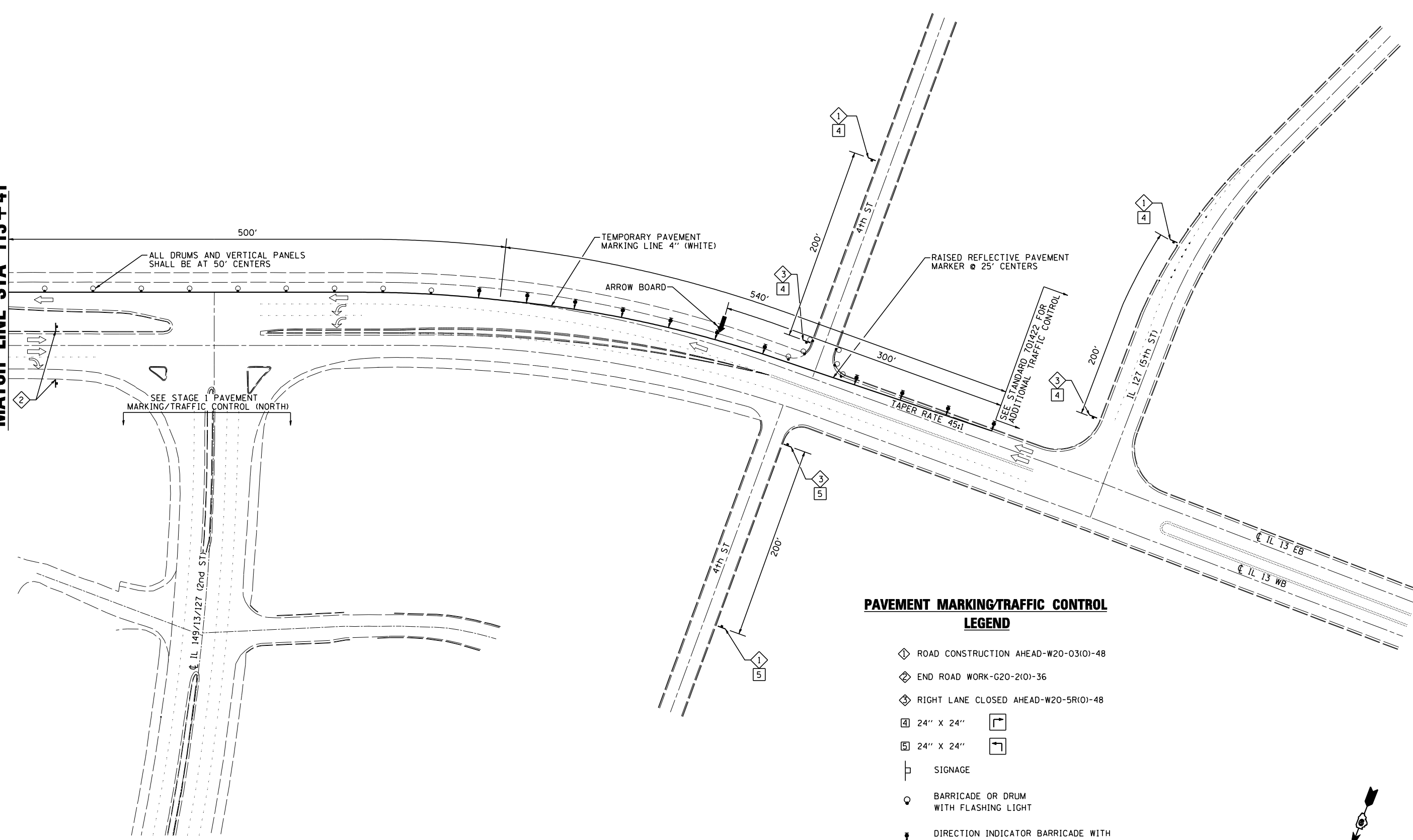
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE 1 SHEETS  
PAVEMENT MARKINGS / TRAFFIC CONTROL SHEETS**

SCALE: 1"=50'    SHEET NO. 7 OF 9 SHEETS    STA.    TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	112-11B-1	JACKSON	200	31
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

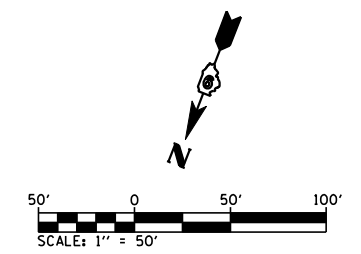
**MATCH LINE STA 113+41**



**PAVEMENT MARKING/TRAFFIC CONTROL  
LEGEND**

- ◇ ROAD CONSTRUCTION AHEAD-W20-03(O)-48
- ◇ END ROAD WORK-G20-2(O)-36
- ◇ RIGHT LANE CLOSED AHEAD-W20-5R(O)-48
- 4 24" X 24"
- 5 24" X 24"
- ▮ SIGNAGE
- BARRICADE OR DRUM WITH FLASHING LIGHT
- ⚡ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONO DIRECTION LIGHT
- ➡ DIRECTION OF TRAFFIC (INFORMATION ONLY)

**WEST**



FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
ms:\28018\microstation\0phase1\0978056-sh1-staging1.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/25/2012	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE 1 SHEETS  
PAVEMENT MARKINGS / TRAFFIC CONTROL SHEETS**







SCALE: 1"=50' SHEET NO. 8 OF 9 SHEETS STA. TO STA.

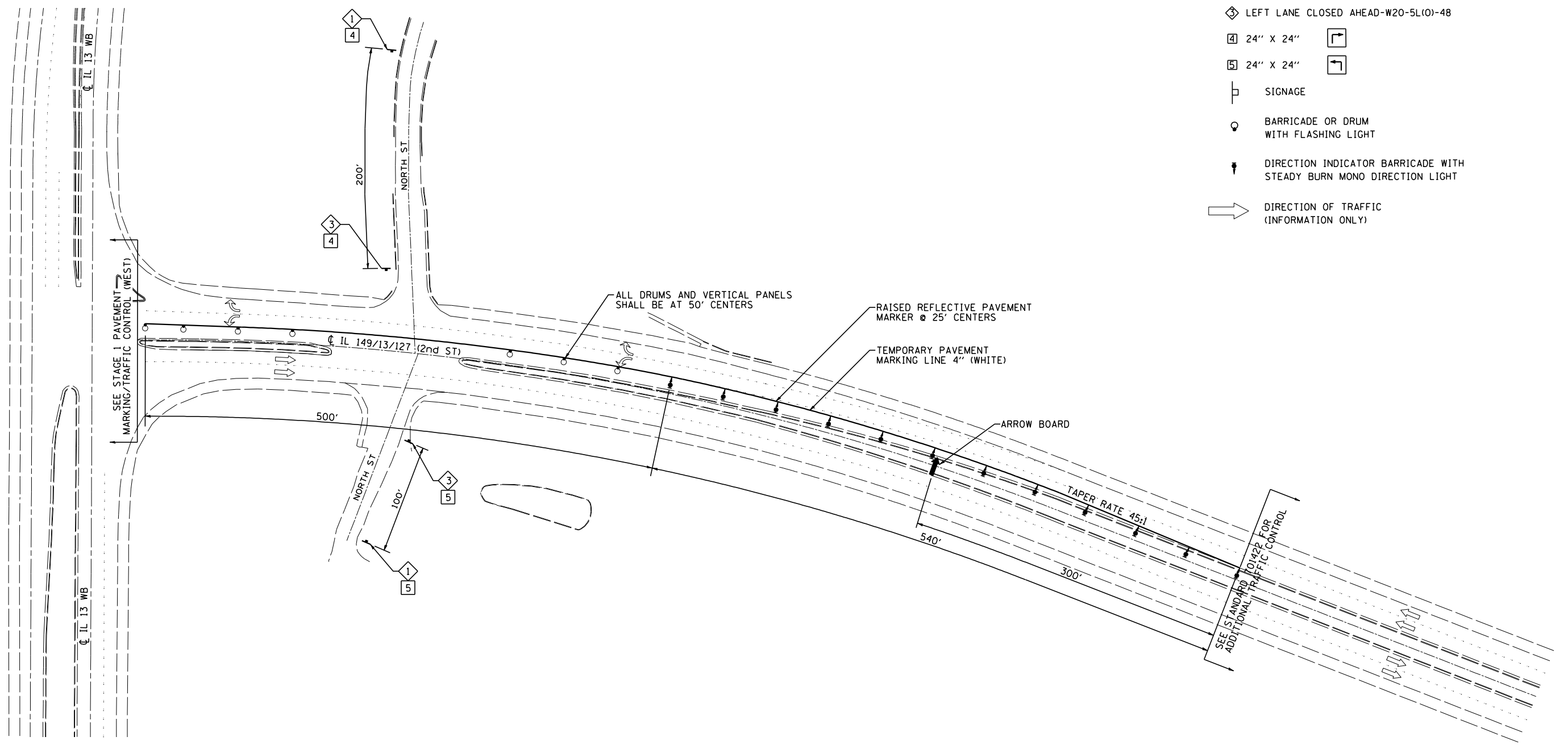
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	32
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				



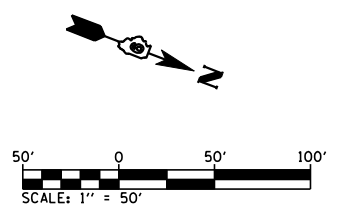
**PAVEMENT MARKING/TRAFFIC CONTROL**

**LEGEND**

- ◇ ROAD CONSTRUCTION AHEAD-W20-03(O)-48
- ◇ END ROAD WORK-G20-2(O)-36
- ◇ LEFT LANE CLOSED AHEAD-W20-5L(O)-48
- 24" X 24" 
- 24" X 24" 
- SIGNAGE 
- BARRICADE OR DRUM WITH FLASHING LIGHT 
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONO DIRECTION LIGHT 
-  DIRECTION OF TRAFFIC (INFORMATION ONLY)



**NORTH**



FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
m:\28018\microstation\0phase1\0978056-sh1-staging1.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/25/2012	DATE -	REVISED -



**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

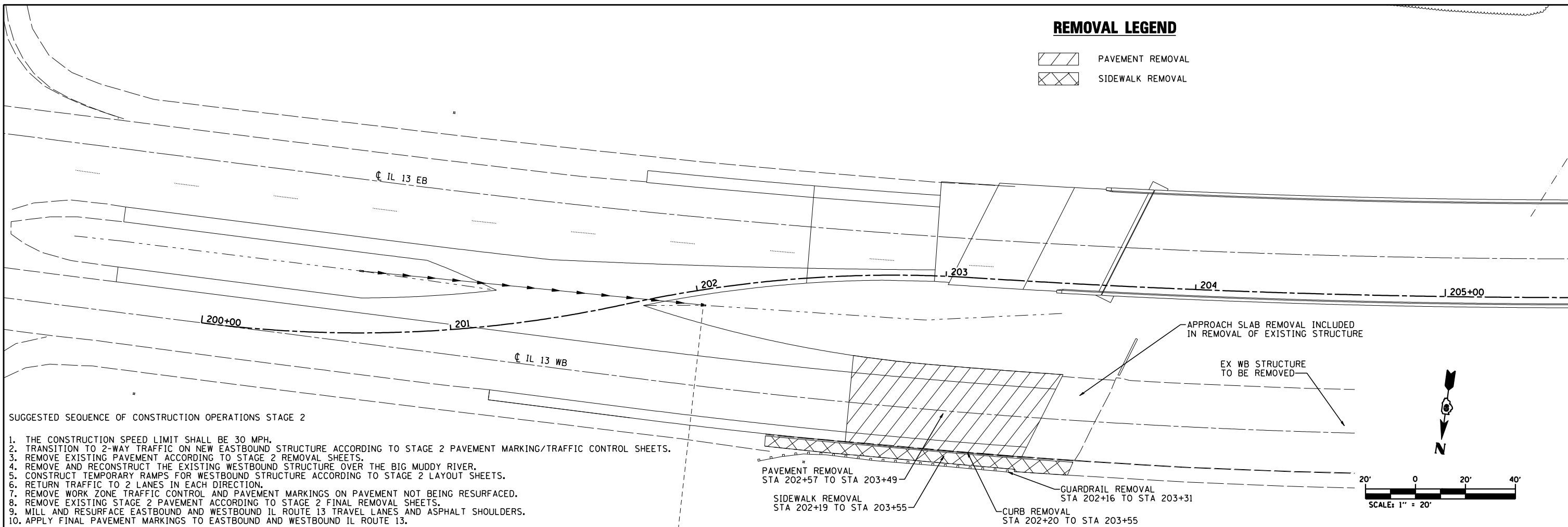
**STAGE 1 SHEETS  
PAVEMENT MARKINGS / TRAFFIC CONTROL**

SCALE: 1"=50'    SHEET NO. 9 OF 9 SHEETS    STA.    TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	112-11B-1	JACKSON	200	33
<b>CONTRACT NO. 78056</b>				
ILLINOIS FED. AID PROJECT				

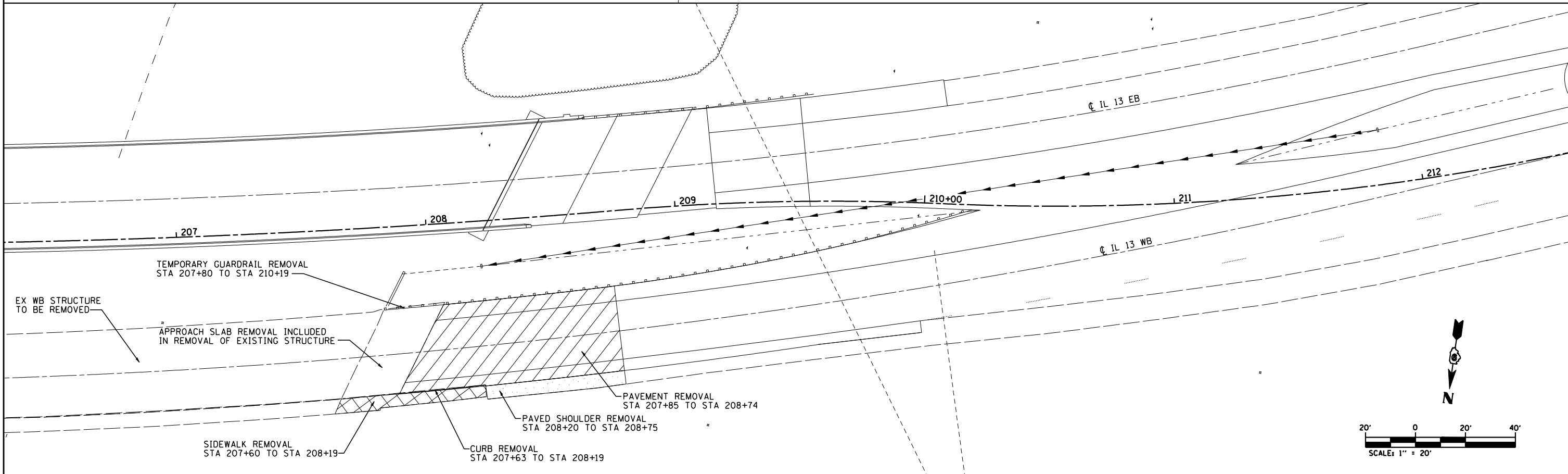
**REMOVAL LEGEND**

-  PAVEMENT REMOVAL
-  SIDEWALK REMOVAL



**SUGGESTED SEQUENCE OF CONSTRUCTION OPERATIONS STAGE 2**

1. THE CONSTRUCTION SPEED LIMIT SHALL BE 30 MPH.
2. TRANSITION TO 2-WAY TRAFFIC ON NEW EASTBOUND STRUCTURE ACCORDING TO STAGE 2 PAVEMENT MARKING/TRAFFIC CONTROL SHEETS.
3. REMOVE EXISTING PAVEMENT ACCORDING TO STAGE 2 REMOVAL SHEETS.
4. REMOVE AND RECONSTRUCT THE EXISTING WESTBOUND STRUCTURE OVER THE BIG MUDDY RIVER.
5. CONSTRUCT TEMPORARY RAMPS FOR WESTBOUND STRUCTURE ACCORDING TO STAGE 2 LAYOUT SHEETS.
6. RETURN TRAFFIC TO 2 LANES IN EACH DIRECTION.
7. REMOVE WORK ZONE TRAFFIC CONTROL AND PAVEMENT MARKINGS ON PAVEMENT NOT BEING RESURFACED.
8. REMOVE EXISTING STAGE 2 PAVEMENT ACCORDING TO STAGE 2 FINAL REMOVAL SHEETS.
9. MILL AND RESURFACE EASTBOUND AND WESTBOUND IL ROUTE 13 TRAVEL LANES AND ASPHALT SHOULDERS.
10. APPLY FINAL PAVEMENT MARKINGS TO EASTBOUND AND WESTBOUND IL ROUTE 13.



FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
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PLOT SCALE = 40.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 1/25/2012		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE 2 SHEETS  
REMOVALS**

SCALE: 1"=20' SHEET NO. 1 OF 8 SHEETS STA. TO STA.

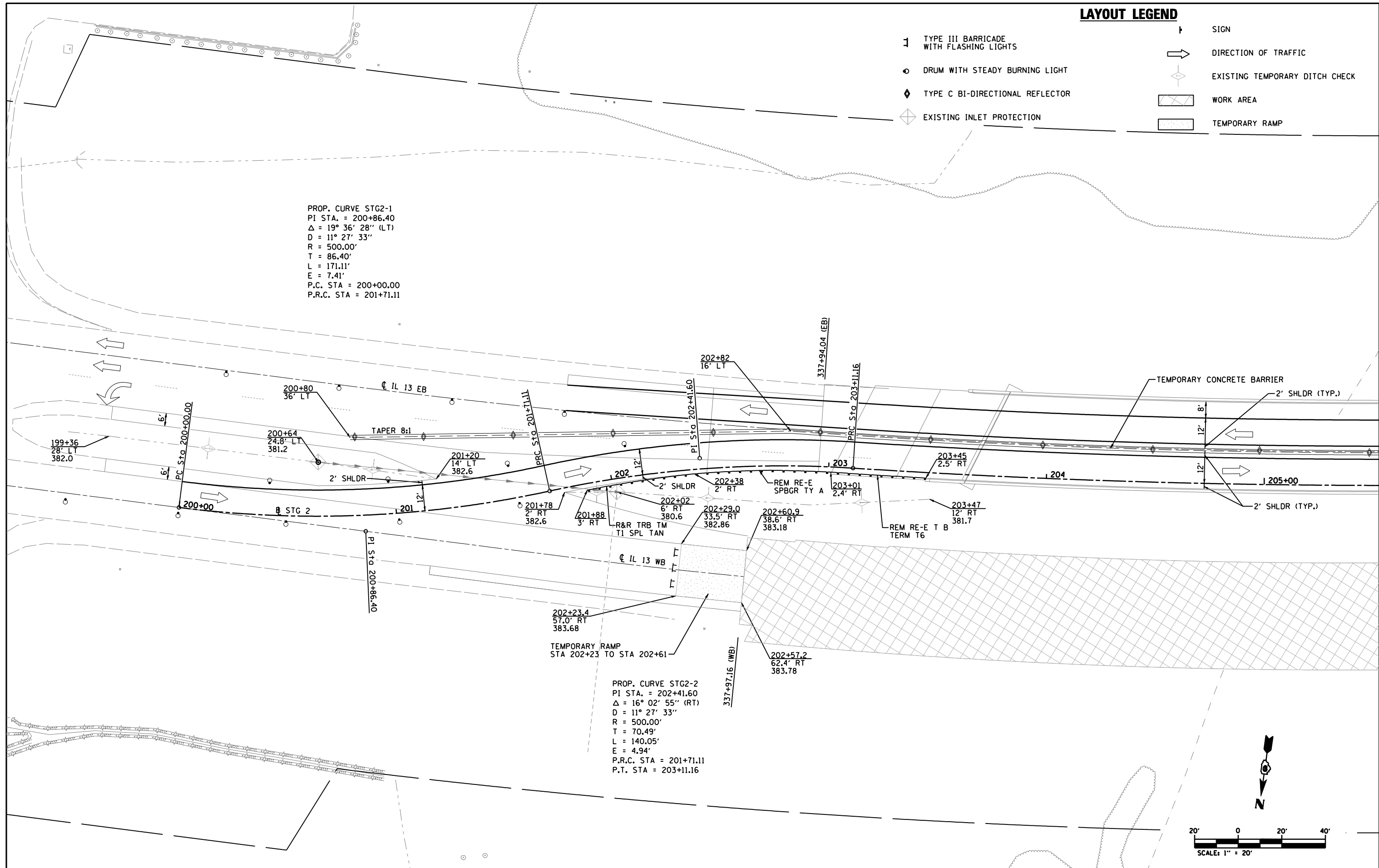
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	112-11B-1	JACKSON	200	34
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

**LAYOUT LEGEND**

- 1 TYPE III BARRICADE WITH FLASHING LIGHTS
- o DRUM WITH STEADY BURNING LIGHT
- ◆ TYPE C BI-DIRECTIONAL REFLECTOR
- ◇ EXISTING INLET PROTECTION
- ↑ SIGN
- DIRECTION OF TRAFFIC
- ◇ EXISTING TEMPORARY DITCH CHECK
- ▨ WORK AREA
- ▭ TEMPORARY RAMP

PROP. CURVE STG2-1  
 PI STA. = 200+86.40  
 $\Delta = 19^\circ 36' 28''$  (LT)  
 $D = 11^\circ 27' 33''$   
 $R = 500.00'$   
 $T = 86.40'$   
 $L = 171.11'$   
 $E = 7.41'$   
 P.C. STA = 200+00.00  
 P.R.C. STA = 201+71.11

PROP. CURVE STG2-2  
 PI STA. = 202+41.60  
 $\Delta = 16^\circ 02' 55''$  (RT)  
 $D = 11^\circ 27' 33''$   
 $R = 500.00'$   
 $T = 70.49'$   
 $L = 140.05'$   
 $E = 4.94'$   
 P.R.C. STA = 201+71.11  
 P.T. STA = 203+11.16



FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
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PLOT DATE = 1/26/2012		DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STAGE 2 SHEETS  
 LAYOUT**

SCALE: 1"=20' SHEET NO. 2 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	112-11B-1	JACKSON	200	35
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

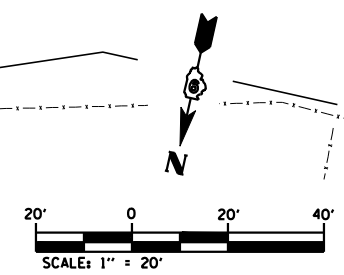
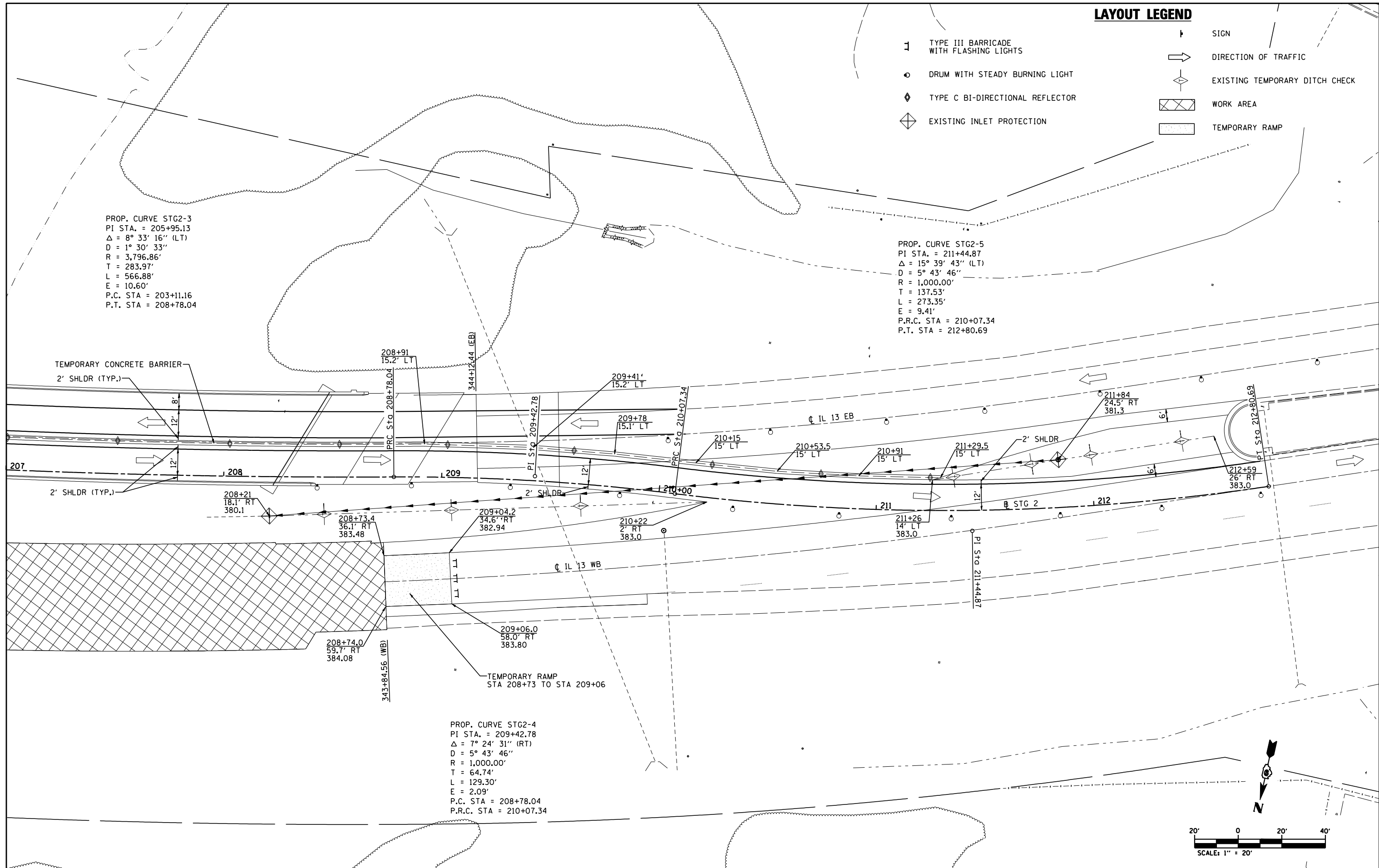
**LAYOUT LEGEND**

- TYPE III BARRICADE WITH FLASHING LIGHTS
- DRUM WITH STEADY BURNING LIGHT
- TYPE C BI-DIRECTIONAL REFLECTOR
- EXISTING INLET PROTECTION
- SIGN
- DIRECTION OF TRAFFIC
- EXISTING TEMPORARY DITCH CHECK
- WORK AREA
- TEMPORARY RAMP

PROP. CURVE STG2-3  
 PI STA. = 205+95.13  
 $\Delta = 8^\circ 33' 16''$  (LT)  
 D =  $1^\circ 30' 33''$   
 R = 3,796.86'  
 T = 283.97'  
 L = 566.88'  
 E = 10.60'  
 P.C. STA = 203+11.16  
 P.T. STA = 208+78.04

PROP. CURVE STG2-5  
 PI STA. = 211+44.87  
 $\Delta = 15^\circ 39' 43''$  (LT)  
 D =  $5^\circ 43' 46''$   
 R = 1,000.00'  
 T = 137.53'  
 L = 273.35'  
 E = 9.41'  
 P.R.C. STA = 210+07.34  
 P.T. STA = 212+80.69



PROP. CURVE STG2-4  
 PI STA. = 209+42.78  
 $\Delta = 7^\circ 24' 31''$  (RT)  
 D =  $5^\circ 43' 46''$   
 R = 1,000.00'  
 T = 64.74'  
 L = 129.30'  
 E = 2.09'  
 P.C. STA = 208+78.04  
 P.R.C. STA = 210+07.34

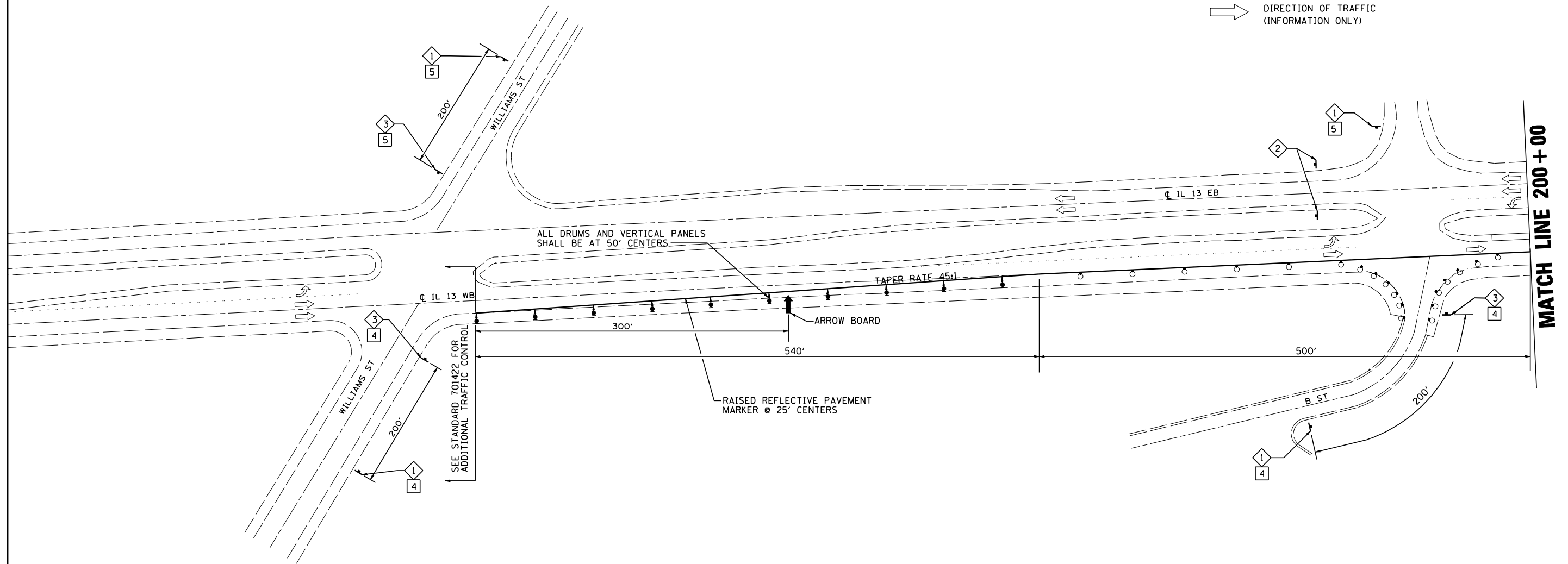


FILE NAME =	USER NAME = default	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGE 2 SHEETS LAYOUT</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -		SCALE: 1"=20'	SHEET NO. 3 OF 8 SHEETS	STA.	TO STA.	331	112-11B-1	JACKSON	200	36
		CHECKED -	REVISED -		CONTRACT NO. 78056								
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

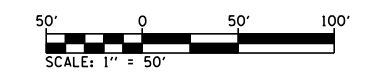
**PAVEMENT MARKING/TRAFFIC CONTROL**

**LEGEND**

- ◇ ROAD CONSTRUCTION AHEAD-W20-03(O)-48
- ◇ END ROAD WORK-G20-2(O)-36
- ◇ RIGHT LANE CLOSED AHEAD-W20-5R(O)-48
- 4 24" X 24" 
- 5 24" X 24" 
- SIGNAGE
- BARRICADE OR DRUM WITH FLASHING LIGHT
- ↑ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONO DIRECTION LIGHT
- ➔ DIRECTION OF TRAFFIC (INFORMATION ONLY)



**MATCH LINE 200+00**



FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
m:\28018\microstation\0phase1\0978056-sh1-staging2.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/25/2012	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**



**STAGE 2 SHEETS  
PAVEMENT MARKING / TRAFFIC CONTROL**

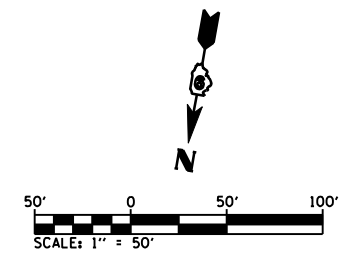
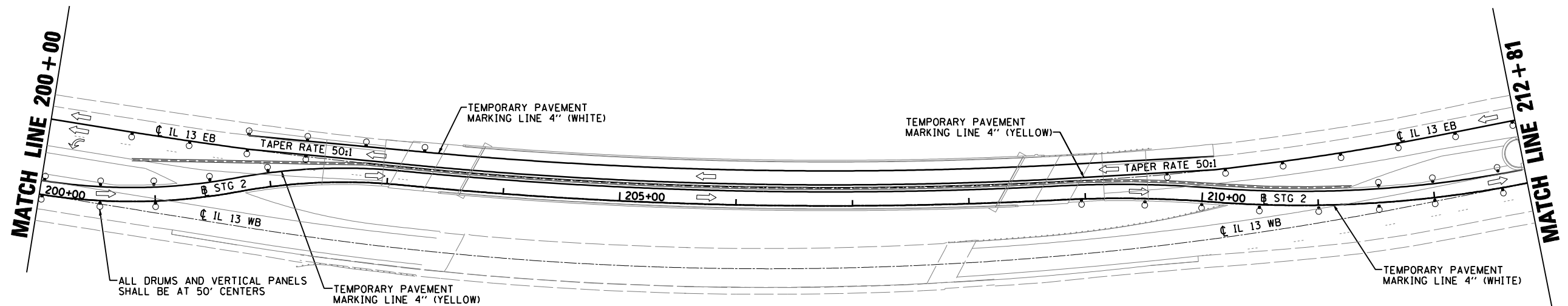
SCALE: 1"=50'      SHEET NO. 4 OF 8 SHEETS      STA.      TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	37
<b>CONTRACT NO. 78056</b>				
ILLINOIS FED. AID PROJECT				

**PAVEMENT MARKING/TRAFFIC CONTROL**

**LEGEND**

- ◊ ROAD CONSTRUCTION AHEAD-W20-03(O)-48
- ◊ END ROAD WORK-G20-2(O)-36
- ◊ LEFT LANE CLOSED AHEAD-W20-5L(O)-48
- 24" X 24" 
- 24" X 24" 
- SIGNAGE
- BARRICADE OR DRUM WITH FLASHING LIGHT
- ⚡ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONO DIRECTION LIGHT
- ➔ DIRECTION OF TRAFFIC (INFORMATION ONLY)



FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
M:\28018\Microstation\0Phase1\0978056-sh1-staging2.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 1/25/2012		DATE -	REVISED -

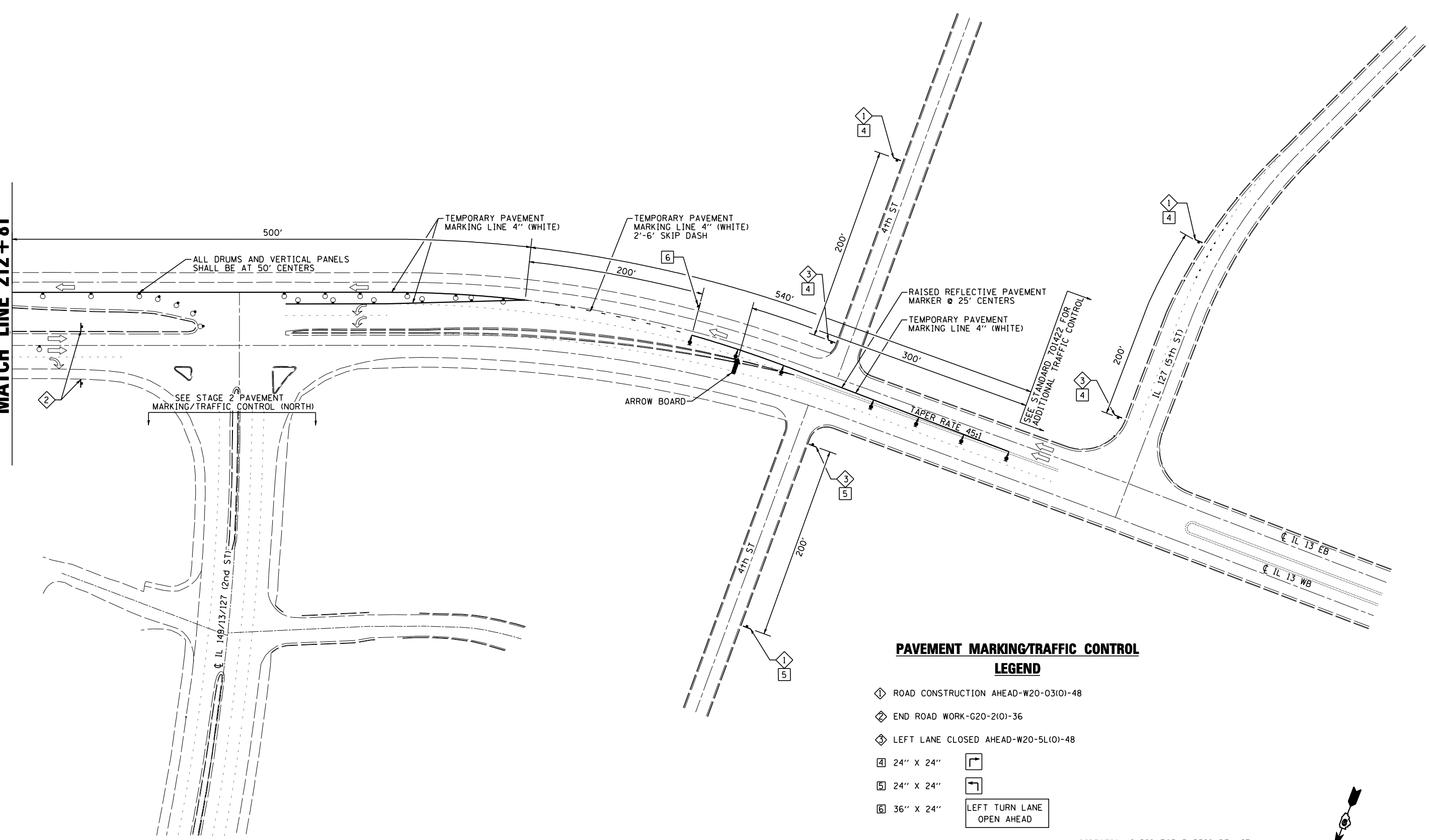
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE 2 SHEETS  
PAVEMENT MARKINGS / TRAFFIC CONTROL SHEETS**

SCALE: 1"=50' SHEET NO. 5 OF 8 SHEETS STA. TO STA.

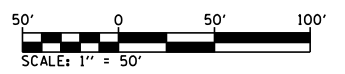
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	38
CONTRACT NO. 78056			ILLINOIS FED. AID PROJECT	

**MATCH LINE 212+81**



**PAVEMENT MARKING/TRAFFIC CONTROL  
LEGEND**

- ◇ ROAD CONSTRUCTION AHEAD-W20-03(O)-48
- ◇ END ROAD WORK-G20-2(O)-36
- ◇ LEFT LANE CLOSED AHEAD-W20-5L(O)-48
- ④ 24" X 24"
- ⑤ 24" X 24"
- ⑥ 36" X 24"
- ⊥ SIGNAGE
- ⦿ BARRICADE OR DRUM WITH FLASHING LIGHT
- ⦿ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONO DIRECTION LIGHT
- ➔ DIRECTION OF TRAFFIC (INFORMATION ONLY)



**WEST**

FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
ms:\28018\microstation\0phase1\0978056-sh2-staging2.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/25/2012	DATE -	REVISED -



**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

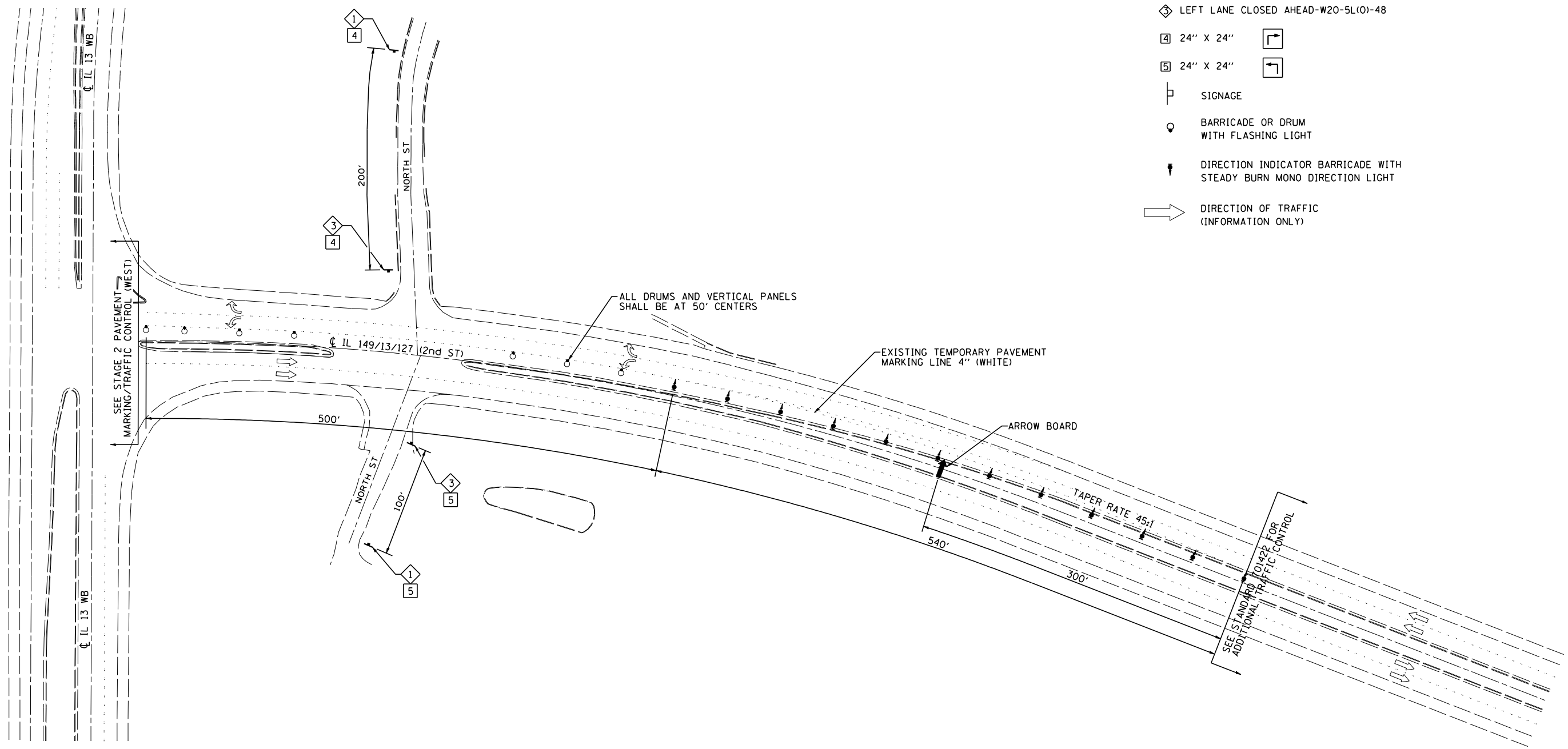
<b>STAGE 2 SHEETS</b>			
<b>PAVEMENT MARKINGS / TRAFFIC CONTROL</b>			
SCALE: 1"=50'	SHEET NO. 6 OF 8 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	39
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

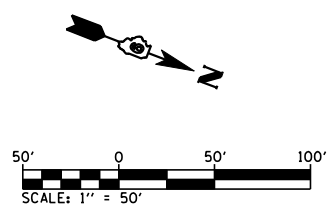
**PAVEMENT MARKING/TRAFFIC CONTROL**

**LEGEND**

- ◇ ROAD CONSTRUCTION AHEAD-W20-03(O)-48
- ◇ END ROAD WORK-G20-2(O)-36
- ◇ LEFT LANE CLOSED AHEAD-W20-5L(O)-48
- 4 24" X 24" 
- 5 24" X 24" 
- ┆ SIGNAGE
- BARRICADE OR DRUM WITH FLASHING LIGHT
- ⬇️ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONO DIRECTION LIGHT
- ➔ DIRECTION OF TRAFFIC (INFORMATION ONLY)



**NORTH**



FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
ms:\28018\microstation\0phase11\0978056-sh2-staging2.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/25/2012	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE 2 SHEETS  
PAVEMENT MARKINGS / TRAFFIC CONTROL**

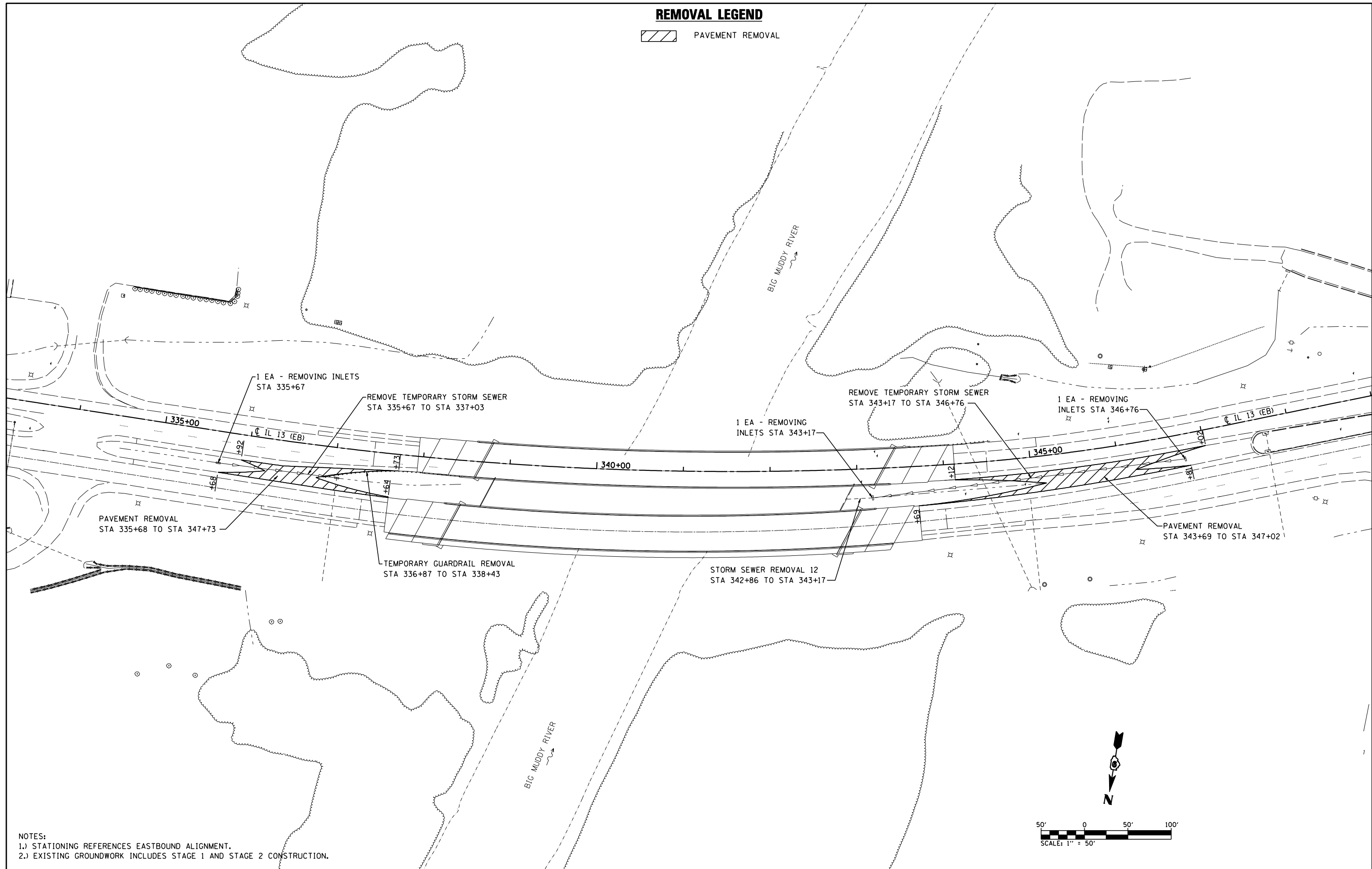
SCALE: SHEET NO. 7 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	112-11B-1	JACKSON	200	40
<b>CONTRACT NO. 78056</b>				
ILLINOIS FED. AID PROJECT				

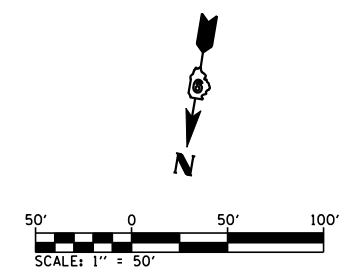


**REMOVAL LEGEND**

 PAVEMENT REMOVAL



NOTES:  
 1.) STATIONING REFERENCES EASTBOUND ALIGNMENT.  
 2.) EXISTING GROUNDWORK INCLUDES STAGE 1 AND STAGE 2 CONSTRUCTION.



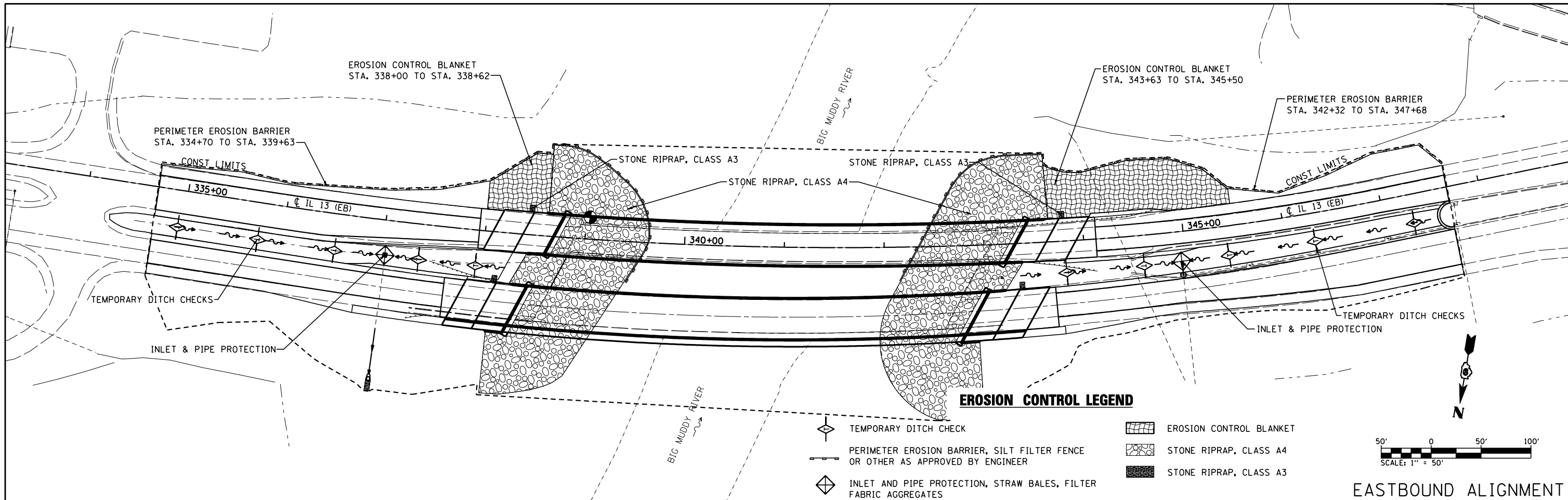
FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
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		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

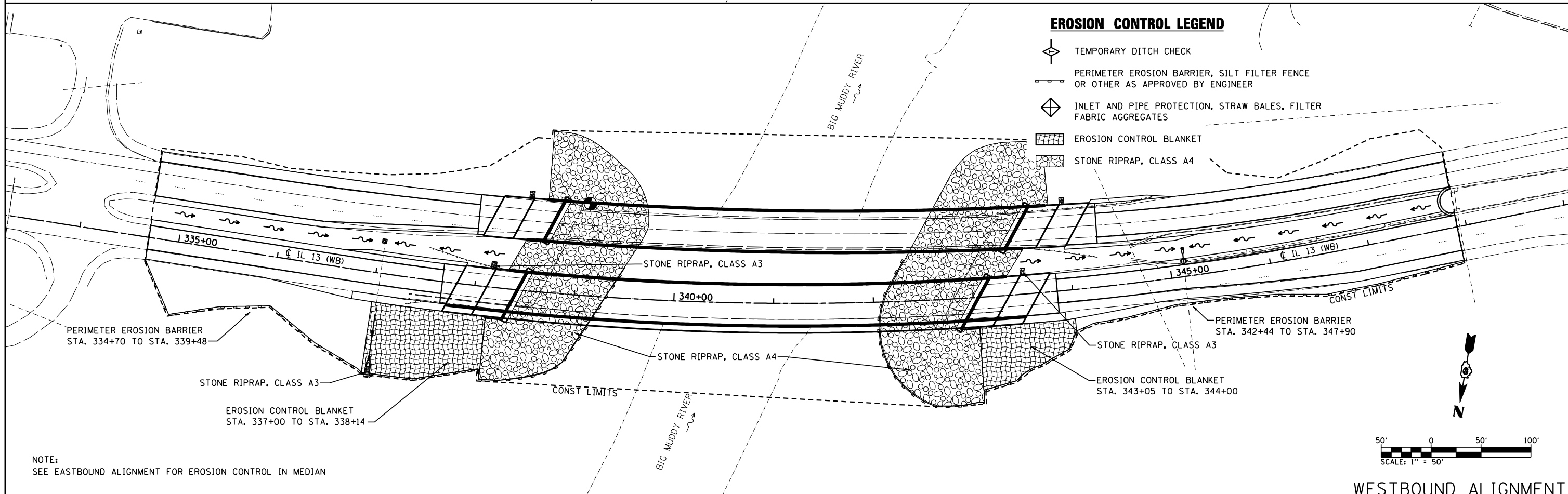
**STAGE 2 SHEETS  
 FINAL REMOVAL**

SCALE: 1"=50'      SHEET NO. 8 OF 8 SHEETS      STA.      TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)-B-1	JACKSON	200	41
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				



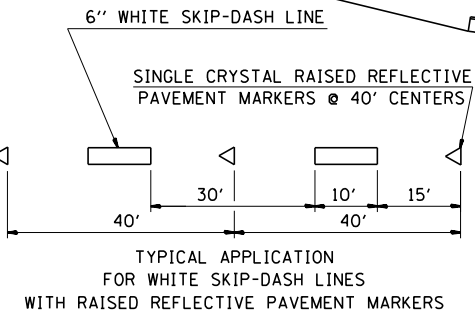
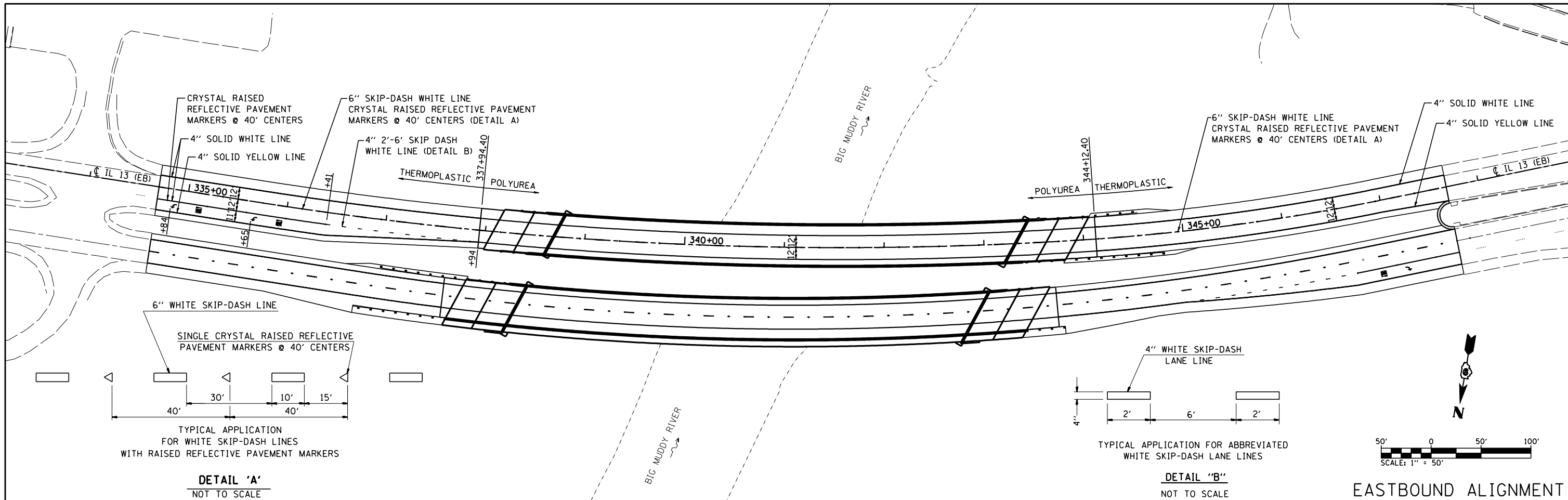
EASTBOUND ALIGNMENT



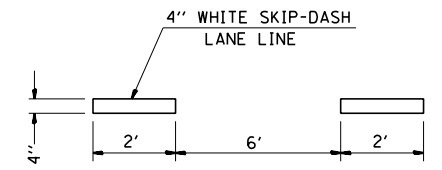
WESTBOUND ALIGNMENT

NOTE:  
SEE EASTBOUND ALIGNMENT FOR EROSION CONTROL IN MEDIAN

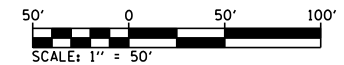
FILE NAME =	USER NAME = default	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION CONTROL SHEET IL RTE 13 OVER BIG MUDDY RIVER</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ms:\28018\microstation\0phase1\0978056-sh1-eros.dgn		DRAWN -	REVISED -		331	(12-1)-B-1	JACKSON	200	42			
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 78056							
PLOT DATE = 1/25/2012		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE: 1"=50'	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.					



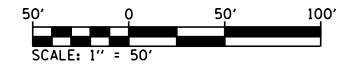
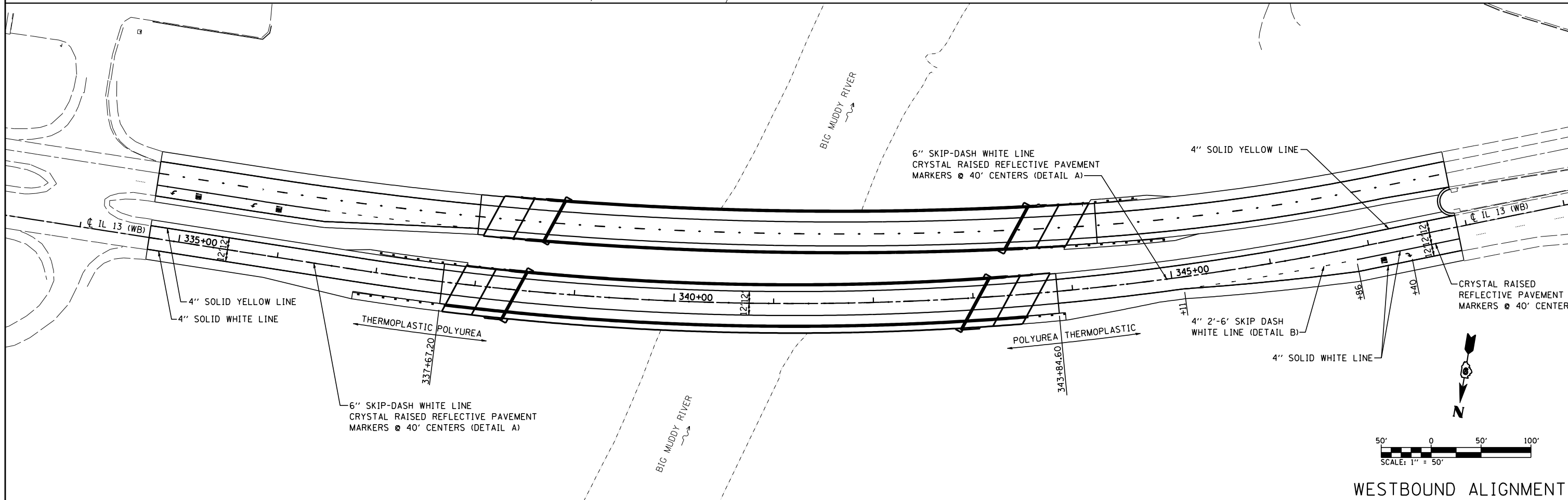
**DETAIL 'A'**  
NOT TO SCALE



**DETAIL 'B'**  
NOT TO SCALE



**EASTBOUND ALIGNMENT**



**WESTBOUND ALIGNMENT**

FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
ms:\28018\microstation\0phase11\0978056-sh1-pmk.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/25/2012	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING SHEET  
IL RTE 13 OVER BIG MUDDY RIVER**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)-B-1	JACKSON	200	43
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

### LIGHTING GENERAL NOTES

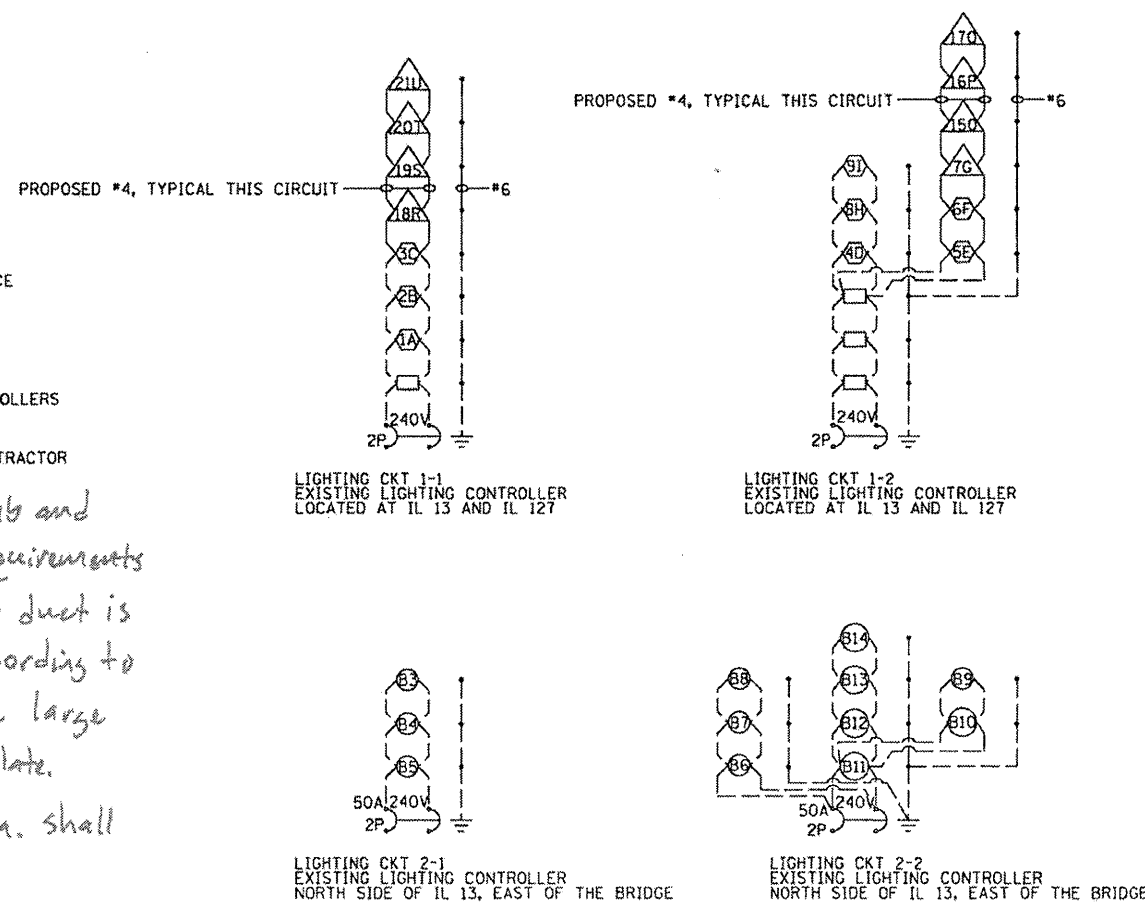
- 1.) ALL PROPOSED LIGHTING UNITS SHALL BE LABELED ACCORDING TO THE STANDARD SPECIFICATIONS, WITH POLE NUMBERS ATTACHED WITH STAINLESS STEEL BANDING. LIGHTING UNIT NUMBERING SHALL BE AS DIRECTED BY THE ENGINEER.
- 2.) CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ELECTRICAL WORK WITH OTHER TRADES.
- 3.) THE CONTRACTOR IS RESPONSIBLE FOR UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THE COST OF THIS WORK IS TO BE INCLUDED WITH THE "UNIT DUCT, 600V, 2-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA POLYETHYLENE" PAY ITEM.
- 4.) ALL PROPOSED LIGHT POLES TO BE INSTALLED AT A MINIMUM OF 15 FEET BEHIND THE EDGE OF PAVEMENT. NO POLES TO BE INSTALLED IN THE FLOWLINE OF DITCH. POLE SETBACK TO BE INCREASED IF NECESSARY AS DIRECTED BY THE ENGINEER.
- 5.) NO LIGHTING CIRCUIT OR PORTION THEREOF SHALL BE REMOVED FROM NIGHTTIME OPERATION WITHOUT APPROVAL OF THE ENGINEER.
- 6.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE LIGHTING SYSTEM UNTIL IDOT HAS TAKEN ACCEPTANCE OF THE SYSTEM. ALL EXISTING CIRCUITS AND CABLES TO THE LIGHT POLES SHALL BE MAINTAINED AS NEEDED AND THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
- 7.) ALL ATTACHED CONDUIT, JUNCTION BOXES, CONDUIT HANGERS, SUPPORTS AND APPURTENANCES SHALL BE REMOVED FROM THE BRIDGE. REMOVED MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF ACCORDING TO ARTICLE 202.03. THE COST OF THIS WORK SHALL BE INCLUDED IN THE BRIDGE REMOVAL, AND NO ADDITIONAL PAYMENT WILL BE ALLOWED.
- 8.) ALL EXISTING LIGHTING UNITS, EXCEPT 7G AND B15 AS SHOWN ON THE PLANS, SHALL REMAIN FULLY OPERATIONAL DURING STAGE 1 CONSTRUCTION. ALL LIGHTING UNITS ON CIRCUIT 1-2 SHALL BE INSTALLED AND MADE FULLY OPERATIONAL PRIOR TO STAGE 2 CONSTRUCTION.
- 9.) THE CONTRACTOR SHALL TAKE INSULATION RESISTANCE MEASUREMENTS OF ALL EXISTING CIRCUITS BEFORE ANY MODIFICATIONS ARE MADE AND PROVIDE THE WRITTEN RESULTS TO THE ENGINEER. EXISTING CIRCUITS IN THE LIGHTING CONTROLLERS LOCATED AT STA. 327+70 AND STA. 349+00 NOT TESTED AND PROPERLY DOCUMENTED SHALL BE SUBJECT TO THE INSULATION REQUIREMENTS OF ARTICLE 801.13 AT THE CONTRACTOR'S EXPENSE.
- 10.) THE CONTRACTOR SHALL TAKE INSULATION RESISTANCE MEASUREMENTS OF THE EXISTING PORTION OF THE CIRCUIT FED FROM THE EXISTING CONTROLLER AT STA. 349+00 PRIOR TO CONNECTING THE NEW FACILITIES TO THIS CIRCUIT. WRITTEN RESULTS SHALL BE PROVIDED TO THE ENGINEER.
- 11.) AFTER THE PROPOSED CIRCUITS ARE FULLY INSTALLED THE CONTRACTOR SHALL TAKE INSULATION RESISTANCE MEASUREMENTS ACCORDING TO ARTICLE 801.13 AND PROVIDE THE WRITTEN RESULTS TO THE ENGINEER. IF THE TEST RESULTS DO NOT COMPLY WITH ARTICLE 801.13, THE CONTRACTOR SHALL THEN TEST ONLY THE PORTIONS OF THE CIRCUIT WHICH ARE NEW. ANY WORK NECESSARY TO BRING THE CIRCUITS INTO COMPLIANCE SHALL BE AT THE CONTRACTOR'S OWN EXPENSE AND NO ADDITIONAL PAYMENT WILL BE ALLOWED.
- 12.) THE CONTRACTOR SHALL PLACE A COPY OF REVISED AS-BUILT PLANS INSIDE THE EXISTING LIGHTING CONTROLLERS LOCATED AT STA. 327+70 AND STA. 349+00.
- 13.) THE LOCATIONS OF ALL EXISTING LIGHTING FACILITIES SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY EXISTING FIELD CONDITIONS.
- 14.) PROPOSED LIGHT POLE FOUNDATION SHALL BE

*installed plumb and flush with the existing grade and shall meet the height requirements of Article 836.03 of the Standard Specifications. After unit duct is installed, foundations shall be filled with fine aggregate according to Article 836.03. Washers used to install the pole shall be large enough to fully cover the slotted holes in the pole base plate.*

15.) *Underground conduit, Coilable Nonmetallic Conduit, 2 1/2" Dia. shall be Schedule 80 as noted in the plans.*

LIGHTING PLAN QUANTITIES			
81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	1,025
81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	4
81300630	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 14" X 12" X 6"	EACH	1
81603030	UNIT DUCT, 600V, 2-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	1,102
81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	1,025
81702140	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	2,050
82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	8
83002200	LIGHT POLE, ALUMINUM, 40 FT. M.H., 6 FT. DAVIT ARM	EACH	6
83003600	LIGHT POLE, ALUMINUM, 45 FT. M.H., 15 FT. DAVIT ARM	EACH	2
83500355	LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8" X 6"	EACH	2
87800630	BREAKAWAY DEVICE, COUPLING WITH STAINLESS STEEL SCREEN	EACH	8
84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	5
84200804	REMOVAL OF POLE FOUNDATION	EACH	3

*Underground Conduit, Coilable Nonmetallic Conduit, 2 1/2" Dia. Foot 182*



NOTES:

- 1.) ALL NECESSARY REVISIONS TO THE WIRING SHOWN ON THIS SHEET SHALL BE MADE AT NO ADDITIONAL COST TO THE DEPARTMENT AND TO THE SATISFACTION OF THE ENGINEER.
- 2.) EXISTING POLE NUMBERS ARE BASED ON THE AS-BUILT PLANS.
- 3.) CONTRACTOR SHALL VERIFY THE RATING OF ALL BRANCH CIRCUIT BREAKERS IN THE EXISTING CONTROLLER LOCATED AT STA. 349+00. LARGER BREAKERS SHALL BE FURNISHED AND INSTALLED IF NEEDED ACCORDING TO NEC REQUIREMENTS. THIS WORK SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04.

### LIGHTING CIRCUIT LEGEND

- EXISTING ELECTRIC CABLE
- EXISTING HANDHOLE
- EXISTING 250W HPS LUMINAIRE
- EXISTING 700W MV LUMINAIRE
- △ PROPOSED 250W HPS LUMINAIRE

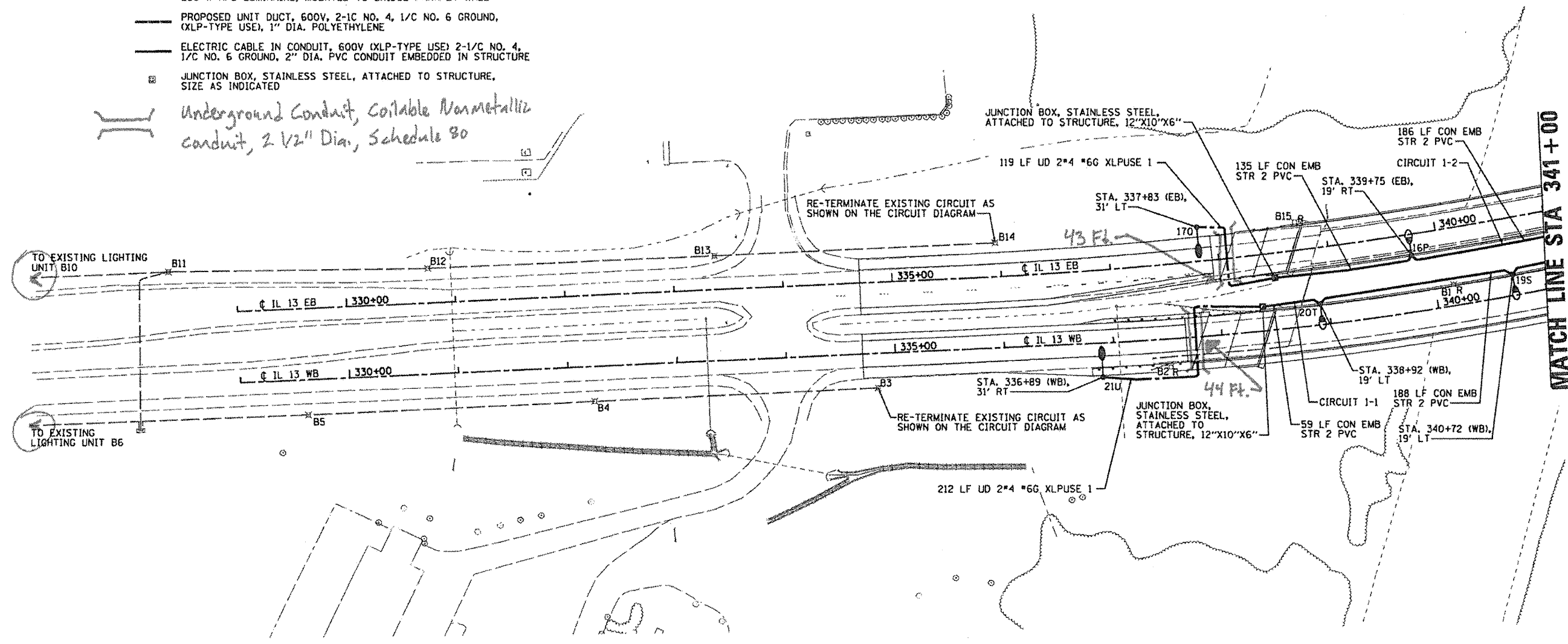
### LIGHTING CIRCUITS

FILE NAME =	USER NAME = default	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LIGHTING PLANS GENERAL NOTES, QUANTITIES, AND CIRCUIT DIAGRAMS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLT SCALE = 1/25/2012	PLT DATE = 1/25/2012	DRAWN -	REVISED -			331	(12-118-1)	JACKSON	200	44	
		CHECKED -	REVISED -			CONTRACT NO. 78056					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

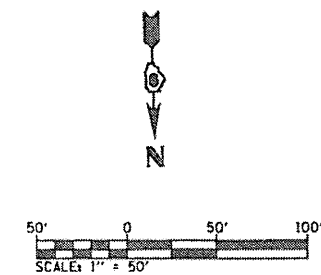
**LIGHTING LEGEND**

- ⊗ EXISTING LIGHTING CONTROLLER
- ⊙ EXISTING HANDHOLE
- ⊗ EXISTING LIGHTING UNIT TO REMAIN
- EXISTING UNIT DUCT
- ⊗<sub>R</sub> EXISTING LIGHTING UNIT TO BE REMOVED, NO SALVAGE
- ⊗ LIGHT POLE, ALUMINUM, 45 FT M.H., 15 FT DAVIT ARM WITH 250 W HPS LUMINAIRE, METAL FOUNDATION
- ⊗ LIGHT POLE, ALUMINUM, 40 FT M.H., 6 FT DAVIT ARM WITH 250 W HPS LUMINAIRE, MOUNTED TO BRIDGE PARAPET WALL
- PROPOSED UNIT DUCT, 600V, 2-1C NO. 4, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE
- ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 2-1/C NO. 4, 1/C NO. 6 GROUND, 2" DIA. PVC CONDUIT EMBEDDED IN STRUCTURE
- ⊗ JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, SIZE AS INDICATED

*Underground Conduit, Coilable Nonmetallic Conduit, 2 1/2" Dia., Schedule 80*



NOTE 1. THE CONTRACTOR SHALL BE AWARE OF PERMANENT GROUND ANCHORS AND STEEL TIE RODS. NO ADDITIONAL COMPENSATION SHALL BE PROVIDED DUE TO CONFLICTS.

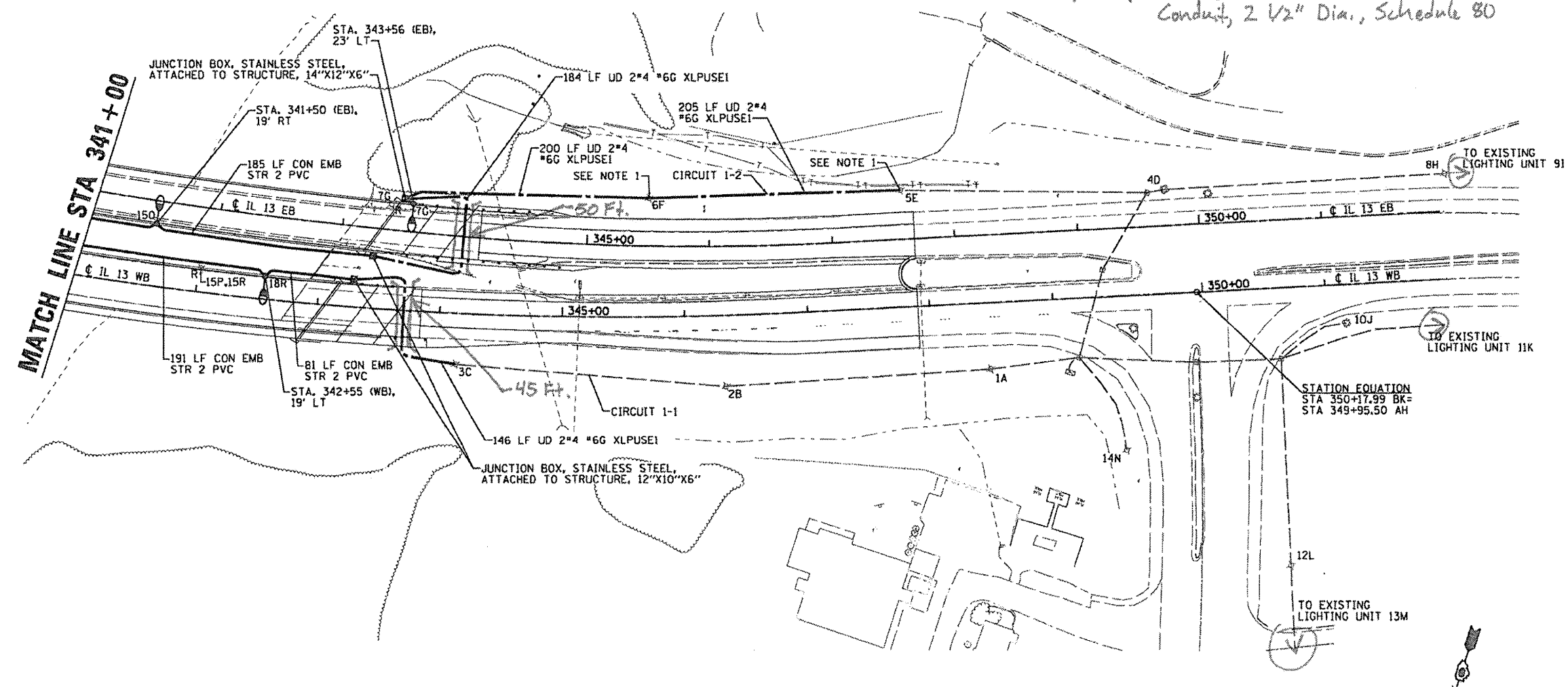


FILE NAME =	USER NAME = default	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LIGHTING PLANS LAYOUT</b>	F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
M:\28018\Hicrestation\Phase1\0978056-light.dgn		DRAWN -	REVISED -			331	(12-1)B-1	JACKSON	200	45	
PLOT SCALE = 1/8"=1'-0" IN.		CHECKED -	REVISED -			CONTRACT NO. 78056					
PLOT DATE = 1/25/2012		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: 1"=50' SHEET NO. 2 OF 7 SHEETS STA. TO STA.

**LIGHTING LEGEND**

- ⊞ EXISTING LIGHTING CONTROLLER
  - ⊞ EXISTING HANDHOLE
  - ⊞ EXISTING LIGHTING UNIT TO REMAIN
  - EXISTING UNIT DUCT
  - ⊞ EXISTING LIGHTING UNIT TO BE REMOVED, NO SALVAGE
  - ⊞ LIGHT POLE, ALUMINUM, 45 FT M.H., 15 FT DAVIT ARM WITH 250 W HPS LUMINAIRE, METAL FOUNDATION
  - ⊞ LIGHT POLE, ALUMINUM, 40 FT M.H., 6 FT DAVIT ARM WITH 250 W HPS LUMINAIRE, MOUNTED TO BRIDGE PARAPET WALL
  - PROPOSED UNIT DUCT, 600V, 2-1C NO. 4, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE
  - ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 2-1/C NO. 4, 1/C NO. 6 GROUND, 2" DIA. PVC CONDUIT EMBEDDED IN STRUCTURE
  - ⊞ JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, SIZE AS INDICATED
- ⊞ Underground Conduit, Coilable Nonmetallic Conduit, 2 1/2" Dia., Schedule 80



NOTE 1. DISCONNECT EXISTING ELECTRIC CABLES AT LIGHTING UNITS SE AND 6F. REMOVE CABLE AND DUCT TO A DEPTH OF 1 FT BELOW THE GROUND LEVEL AND BACKFILL THE VOID. ABANDON UNDERGROUND ELECTRIC CABLES AND DUCT. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT DUCT PAY ITEM.

NOTE 2. THE CONTRACTOR SHALL BE AWARE OF PERMANENT GROUND ANCHORS AND STEEL TIE RODS. NO ADDITIONAL COMPENSATION SHALL BE PROVIDED DUE TO CONFLICTS.

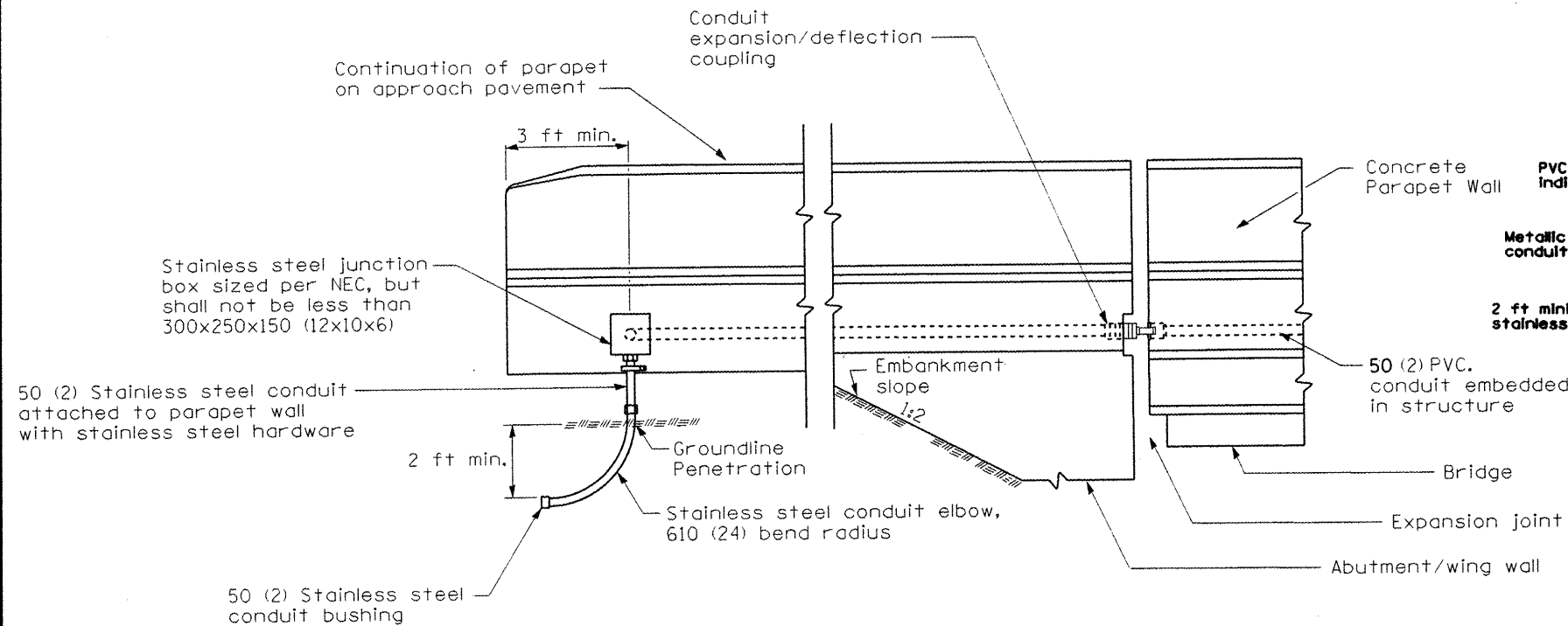
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PLOT SCALE = 100.0000 / IN.		CHECKED -	REVISED -
PLOT DATE = 1/25/2012		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**LIGHTING PLANS  
LAYOUT**

SCALE: 1"=50'    SHEET NO. 3 OF 7 SHEETS    STA.    TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	46
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				



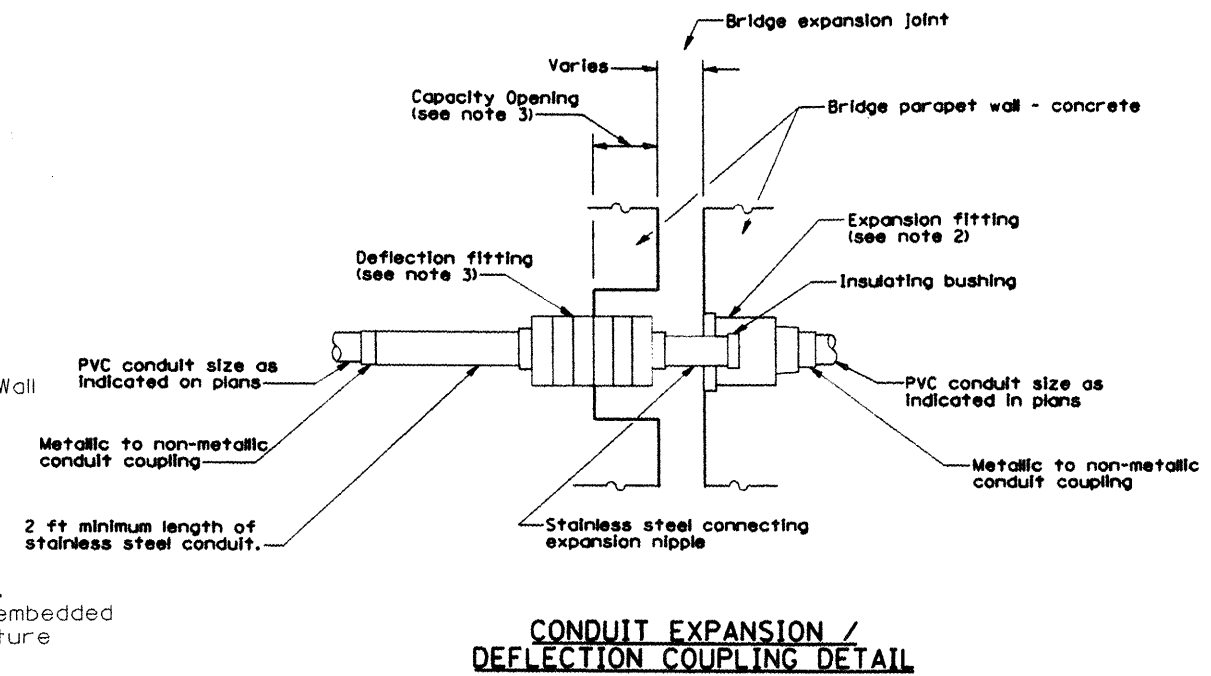
**CONDUIT DETAIL**  
(Open Abutment)

**GENERAL NOTES**

Stainless steel conduit, couplings, and elbows shall be according to Section 810 of the Standard Specifications, as applicable, shall be Type 304 or Type 316, and shall be manufactured according to UL Standard 6A and ANSI Standard C 80.1.

Conduit fittings shall be the threaded type, shall be Type 304 or Type 316 stainless steel, and shall be manufactured according to UL Standard 514B.

All stainless steel and liquid tight flexible non-metallic conduit, including all fittings, bushings, couplings, and elbows shall be included in the cost of the "Junction Box, Stainless Steel, Attached to Structure, 12" X 10" X 6" " pay item.



**CONDUIT EXPANSION / DEFLECTION COUPLING DETAIL**

**GENERAL NOTES**

- 1.) The Contractor shall install a conduit expansion/deflection coupling at the joints in the concrete parapet on the bridge capable of accepting the longitudinal movement. All metallic parts of the coupling shall be made of stainless steel or as approved by the Engineer. Any non-stainless metal shall be hot dip galvanized and coated to prevent reaction with the concrete. The cost of the coupling shall be part of and incidental to the conduit system.
- 2.) The barrel in the expansion fitting shall be fully embedded in the concrete on one side of the expansion joint. One half the length of the deflection fitting shall be embedded in the concrete on the other side of the coupling.
- 3.) A cavity opening 3" larger in diameter than the deflection fitting shall be provided in the concrete to ensure proper performance of the coupling.
- 4.) Careful attention to joint movement over a range of temperatures shall be coordinated with the selection and installation of the coupling to ensure the range of movement of the coupling is not exceeded at temperature extremes.
- 5.) All manufacturer's installation instructions shall be carefully followed to ensure optimum performance of the expansion/deflection coupling.
- 6.) The Contractor shall install couplings at all bridge expansion joints and shall be responsible to determine the proper number of couplings required.
- 7.) With the approval of the Engineer, the Contractor may substitute two (2) stainless steel junction boxes attached to the back of the wall and connected by a high grade of flexible non-metallic conduit for all expansion joints. This substitution shall be made at no cost to the Department.

**CONDUIT COUPLING EXPANSION / DEFLECTION**

All dimensions are in millimeters (inches) unless otherwise shown.

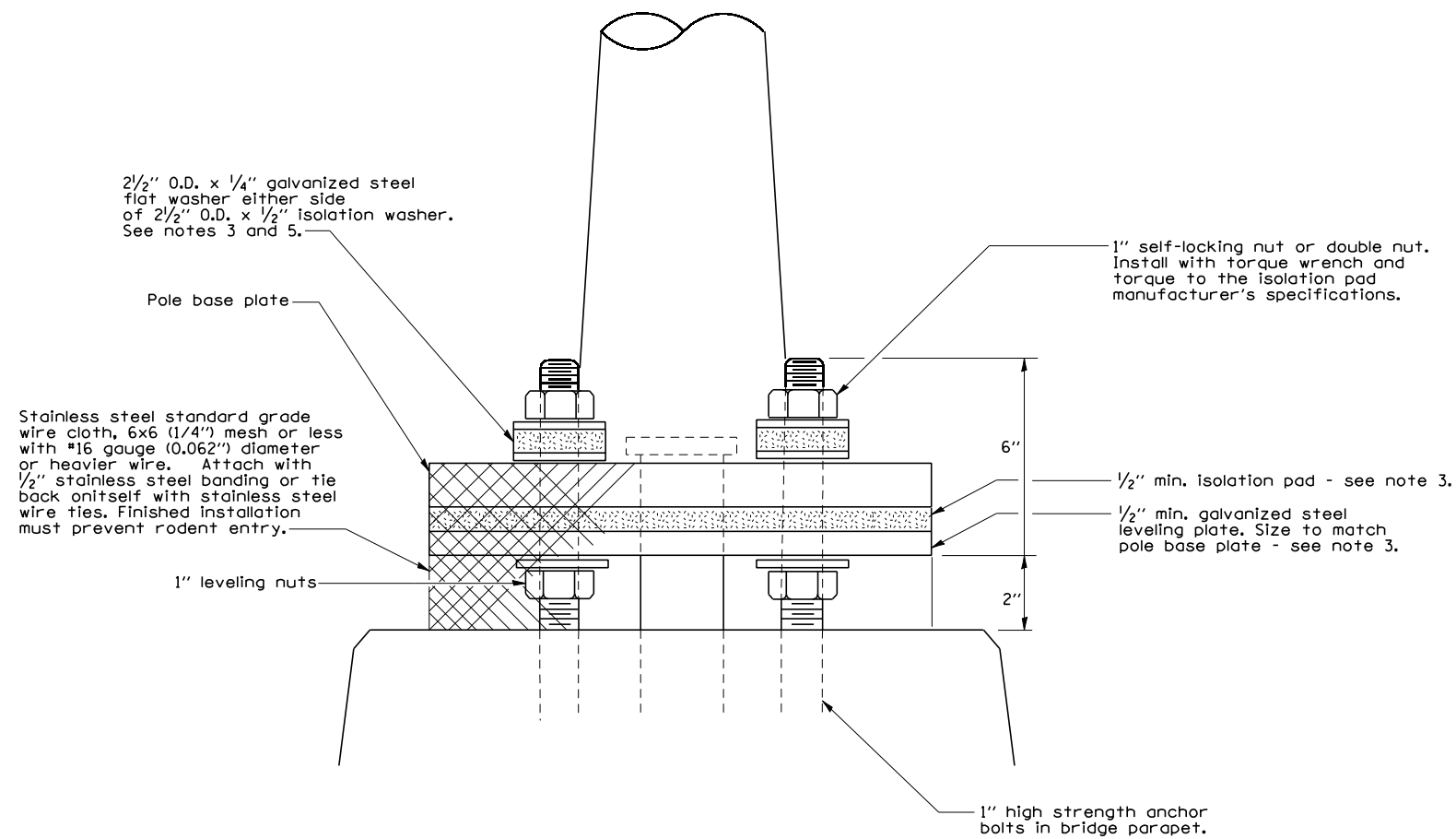
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PLOT DATE = 1-29-2012	DATE -	REVISED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**LIGHTING PLANS  
DETAILS**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
331	(12-118-1)	JACKSON	200 47
			CONTRACT NO. 78056
ILLINOIS FED. AID PROJECT			

SCALE: SHEET NO. 4 OF 7 SHEETS STA. TO STA.

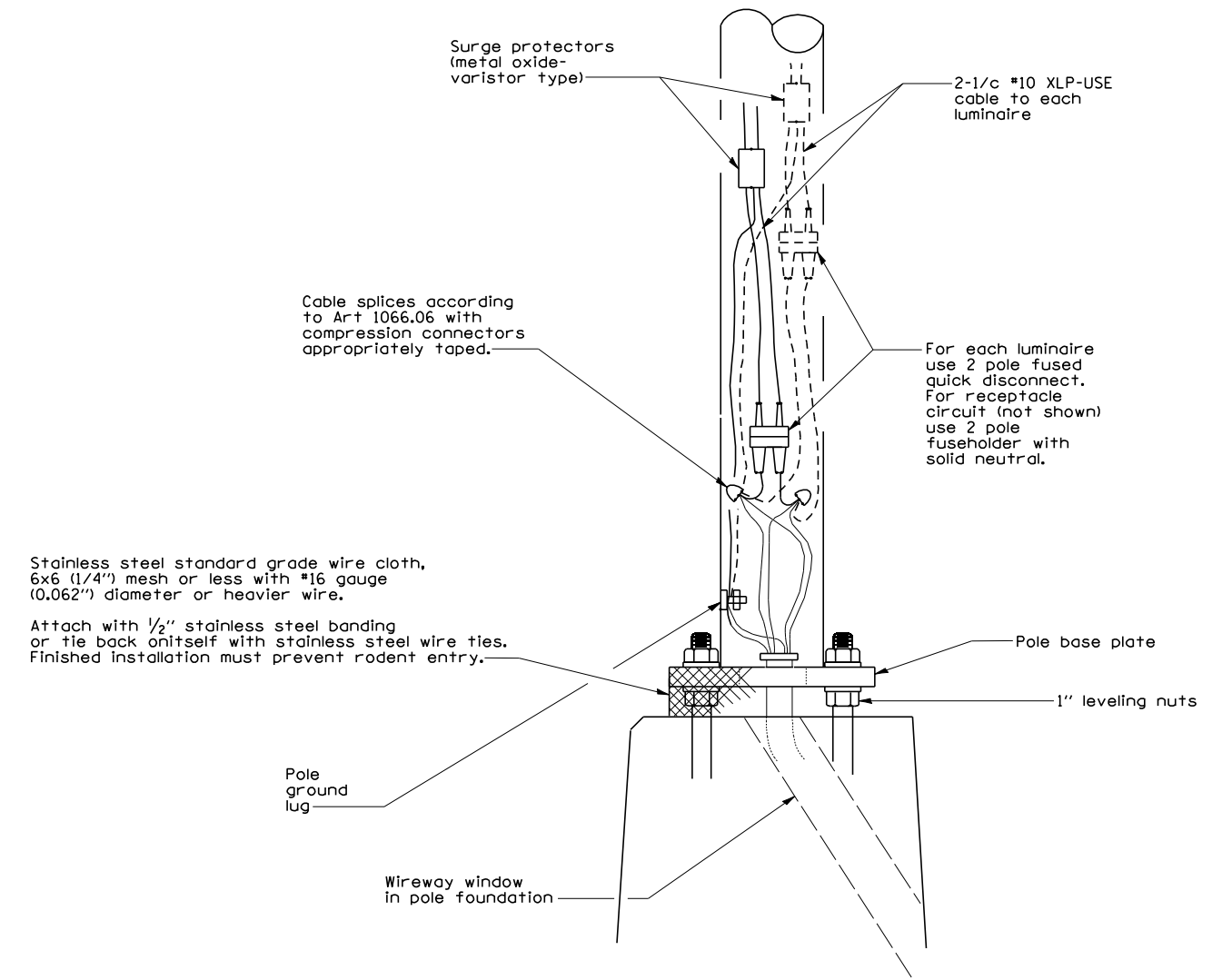


**POLE MOUNTED ON BRIDGE PARAPET DETAIL**

**GENERAL NOTES**

- 1.) Locate poles as shown on lighting plans layout sheets.
- 2.) The vibration isolation pad and leveling plate shall match the footprint of the pole base plate.
- 3.) Thickness of isolation pad and washers shall be according to the isolation pad manufacturer's recommendations based upon pole height and loading.
- 4.) Should the length of the exposed anchor bolts be too short on an existing bridge to mount the poles as shown, then the leveling plate shall be mounted directly on the concrete and leveled with stainless steel washers. Remove concrete as directed by the Engineer to fully thread the top nut.
- 5.) The diameter of the flat washer on either side of the isolation washer shall be at least the same as the diameter of the isolation washer.

**POLE MOUNTED ON BRIDGE PARAPET**



**WIRING DETAIL**  
NOT TO SCALE

**GENERAL NOTES**

- 1.) All taped splices shall use 2 layers of electrical tape over 3 layers of rubber tape as required by the Standard Specifications. Coat the finished taped splice with bonding compound.
- 2.) All cable splices shall be taped unless another method has been specifically approved by the Engineer.
- 3.) For example purposes the pole is shown on an anchor base. If the pole is required to be set on a breakaway base, consult the Standard Specifications.

**POLE HANDHOLE WIRING**

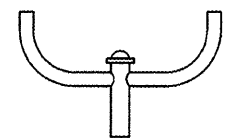
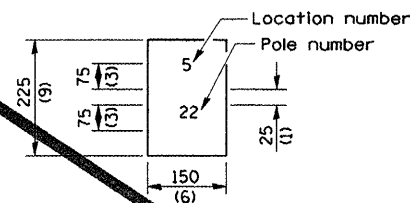
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME =	USER NAME = default	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LIGHTING PLANS DETAILS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

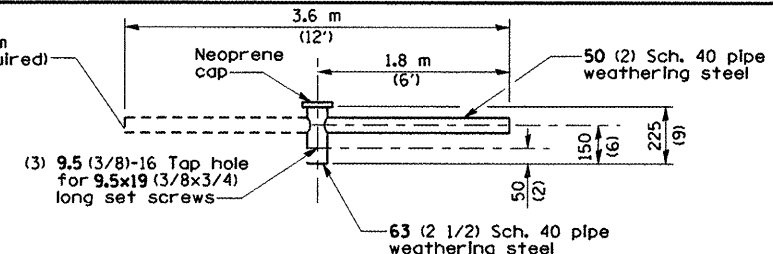


The contractor shall furnish and install a light pole identification of each new light pole as shown above, incidental to the respective light pole item. The numerals shall be 75 (3) series "0", black, serrated on silver-white type B pressure sensitive reflective sheeting conforming to the requirements of section 156.01 of the Standard Specifications for Traffic Control Items. The numerals shall conform to the FHWA "Standard Alphabets for Highway Signs".

The light pole identification shall be applied to sign base material as specified in section 1069.06 of the Standard Specifications, approximately 180 (7) above the adjacent pavement grade visible to approaching traffic in accordance with Highway Standard 720001.

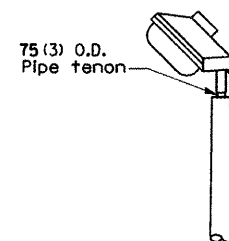


TWIN TENON

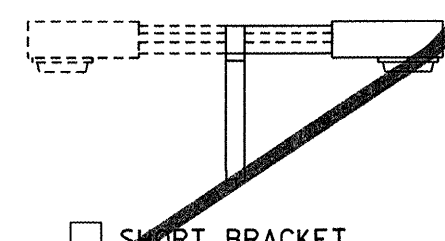


TENON MOUNT BRACKET ARM

NOTE: Single or twin arm assembly shall be tilted 3° above horizontal.

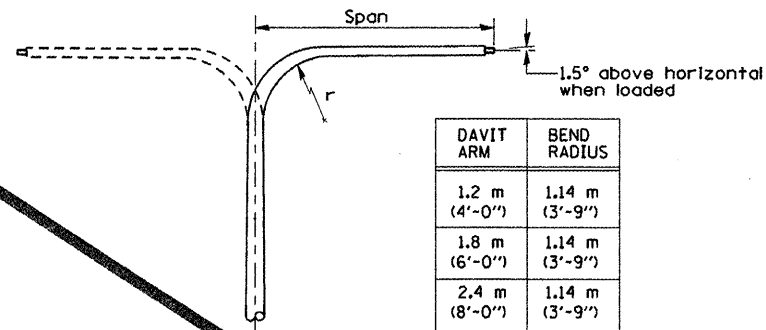


TENON



SHORT BRACKET

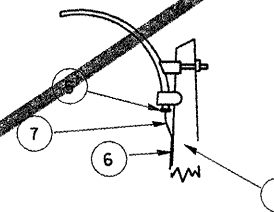
SHORT BRACKET - TWIN



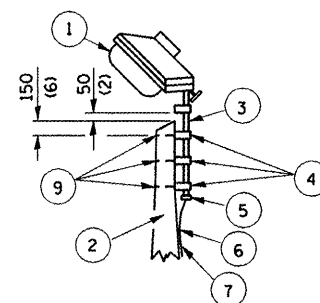
DAVIT ARM

DAVIT ARM-TWIN

DAVIT ARM	BEND RADIUS
1.2 m (4'-0")	1.14 m (3'-9")
1.8 m (6'-0")	1.14 m (3'-9")
2.4 m (8'-0")	1.14 m (3'-9")
3.6 m (12'-0")	1.14 m (3'-9")



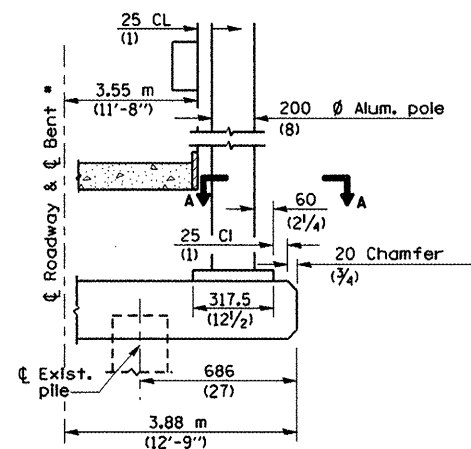
MAST ARM



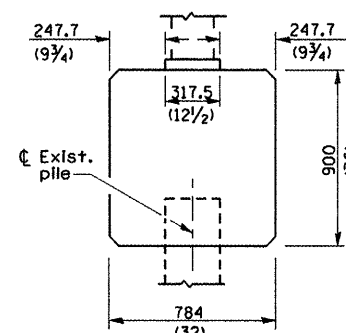
TENON

- 1 Luminaire
- 2 Wood pole, class 3 or better
- 3 63 (2 1/2) Galv. steel conduit
- 4 Single offset pole band
- 5 Conduit bushing
- 6 Cable clamps on 600 (24) centers
- 7 2/c #12 Type use cable
- 8 25 (1) Galv. steel conduit in length 3.0 m (10')

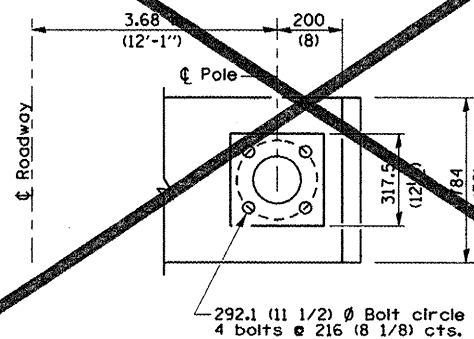
- 9 (16 5/8) Ø hot dipped galvanized bolt with flat washer & locknut (3 req'd)
- 10 Conduit clamps on 900 (36) centers
- 11 Unit duct
- 12 Threaded reducer
- 13 "C" Condulet, threaded
- 14 40 (1 1/2) Galv. steel conduit for 1 unit duct or 75 (3) galv. steel conduit for 2 or 3 unit ducts.



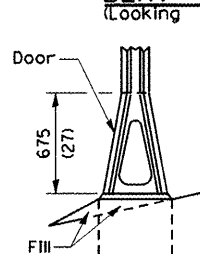
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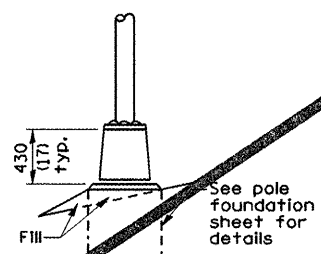
BRIDGE PIER MOUNT



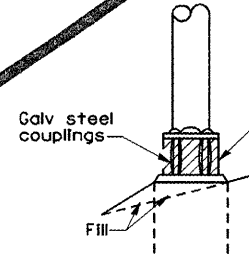
SECTION A-A



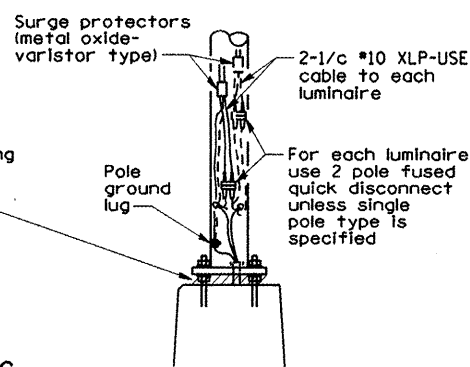
STAINLESS STEEL FLAIR BASE



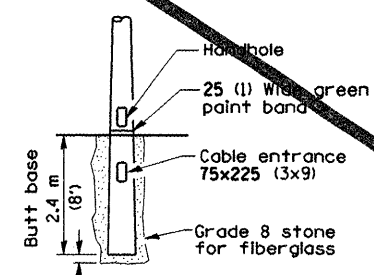
TRANSFORMER BASE



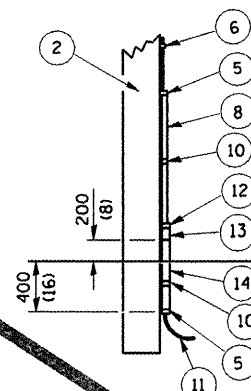
BREAKAWAY COUPLING



ANCHOR



BUTT BASE



POLE WOOD

POLE LENGTH	DEPTH IN GROUND
19.8 m (65')	3.6 m (12')
18.0 m (60')	3.0 m (10')
16.8 m (55')	2.7 m (9')
16.0 m (50')	2.4 m (8')
13.7 m (45')	2.1 m (7')
12.0 m (40')	2.0 m (6.5')
10.7 m (35')	1.8 m (6')
9.0 m (30')	1.7 m (5.5')

METAL OR  CONCRETE

Details for underground distribution if required

**POLE STANDARDS**

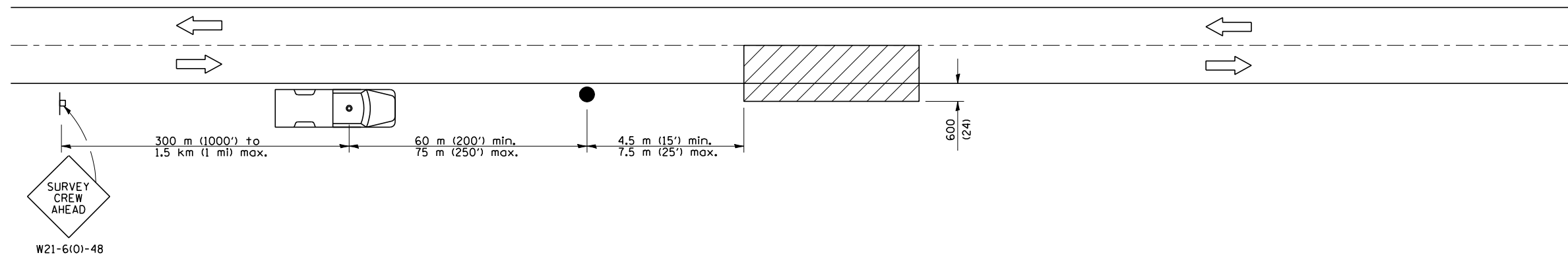
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



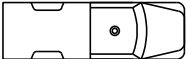

LIGHTING PLANS  
DETAILS  
SCALE: SHEET NO. 6 OF 7 SHEETS STA. TO STA.

F.A.P. RTE. 331	SECTION (12-11B-1)	COUNTY JACKSON	TOTAL SHEET NO. 200	SHEET NO. 49
ILLINOIS FED. AID PROJECT				CONTRACT NO. 78056



**TYPICAL APPLICATIONS**  
Utility operations

**SYMBOLS**

-  Work area
-  Sign on portable or permanent support
-  Truck with flashing amber light and dual emergency flashers
-  Flagger with traffic control sign

**DETAIL FOR  
NIGHTTIME LIGHTING  
INSPECTION**

All dimensions are in millimeters (inches) unless otherwise shown.

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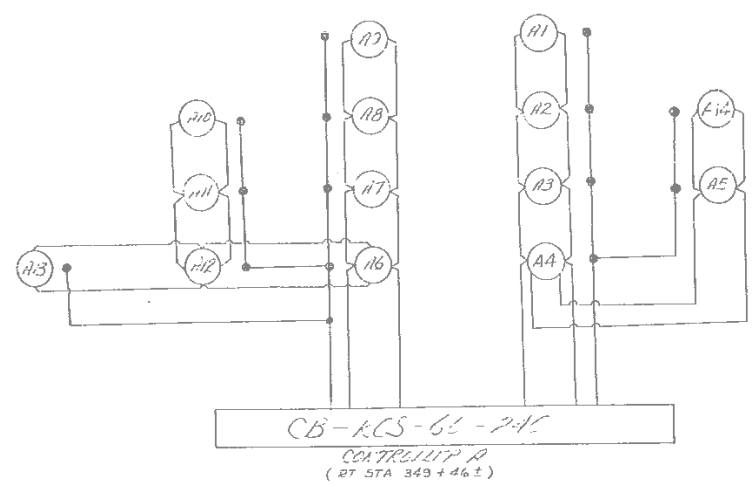
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**LIGHTING PLANS  
DETAILS**

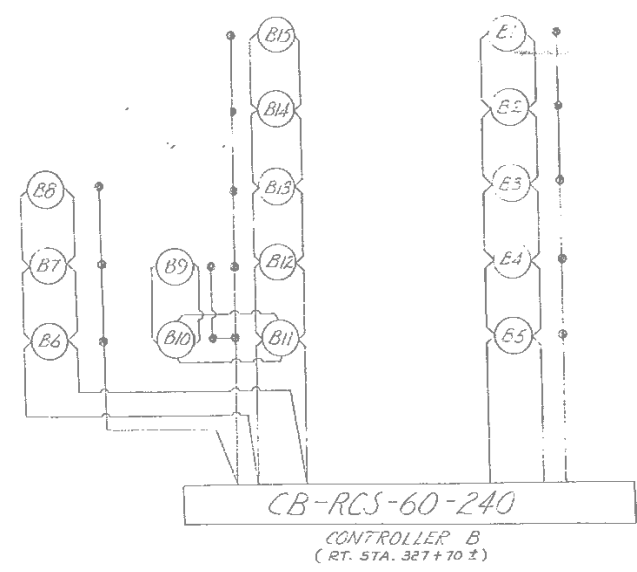
SCALE: SHEET NO. 7 OF 7 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	112-11B-1	JACKSON	200	50
CONTRACT NO. 78056			ILLINOIS FED. AID PROJECT	

WIRING DIAGRAM



WIRING DIAGRAM



SCHEDULE OF CONDUIT (ILLUMINATION)

STATION	GALV. STEEL CONDUIT 1 1/2" DIA. 2" LIN. FT.	GALV. STEEL CONDUIT ATTACHED TO STRUCTURE 2" LIN. FT.
B+60 (E WILLIAMS ST.)	77	
H+25 (E WILLIAMS ST.)	71	
NORTH LAVES-FA. 14		
B27+70	44	
LT. 327+70	52	
RT. 333+22	74	
LT. 333+22	77	
RT. 333+55 TO LT. 340+15		178
LT. 342+25 TO RT. 342+27		175
355+23	70	
LT. 355+30	6	
LT. 356+20	28	
LT. 357A+00	43	
LT. 357+25 (F.A. RTE. 10.)	57	
3+77 (E WILLIAMS ST.)	43	
TOTALS	635	353

POLE LOCATION

POLE NO.	PATTERN	STATION	MAST ARM	SETBACK*
A1	III	LT. 357+50 (FA. 14)	8'	14'
A2	III	LT. 355+40 (FA. 14)	8'	14'
A3	III	LT. 353+30 (FA. 14)	8'	20'
A4	III	LT. 351+60 (FA. 101)	8'	20'
A5	III	LT. 327+50 (FA. 101)	8'	20'
A6	III	RT. 349+40 (FA. 14)	8'	20'
A7	III	RT. 347+00 (FA. 14)	8'	20'
A8	III	RT. 344+45 (FA. 14)	8'	20'
A9	II & III	LT. 342+00 (FA. 14)	4'	ON PARAPET
A10	III	LT. 342+45 (FA. 14)	8'	16'
A11	III	LT. 340+15 (FA. 14)	8'	14'
A12	III	LT. 348+85 (FA. 14)	8'	14'
A13	III	LT. 351+10 (FA. 14)	8'	14'
A14	III	LT. 326+30 (FA. 101)	8'	20'

POLE LOCATION

POLE NO.	PATTERN	STATION	MAST ARM	SETBACK*
B1	II & III	LT. 340+15 (FA. 14)	4'	ON PARAPET
B2	III	RT. 337+50 (FA. 14)	8'	14'
B3	III	RT. 334+80 (FA. 14)	8'	20'
B4	III	RT. 332+20 (FA. 14)	8'	20'
B5	III	RT. 330+80 (FA. 14)	8'	20'
B6	III	RT. 327+20 (FA. 14)	8'	20'
B7	III	RT. 324+75 (FA. 14)	8'	20'
B8	III	RT. 322+15 (FA. 14)	8'	20'
B9	III	LT. 323+25 (FA. 14)	8'	20'
B10	III	LT. 325+90 (FA. 14)	8'	20'
B11	III	LT. 323-30 (FA. 14)	8'	20'
B12	III	LT. 355+75 (FA. 14)	8'	20'
B13	III	LT. 333+35 (FA. 14)	8'	20'
B14	III	LT. 335+95 (FA. 14)	8'	20'
B15	III	LT. 333+70 (FA. 14)	8'	14'

\* DISTANCE FROM EDGE PAVEMENT TO CENTER OF POLE FOUNDATION (SEE SHT. NO. 91...)

F.A. RTE. 14 SEC. 12-2 JACKSON CO. (ILLUMINATION)

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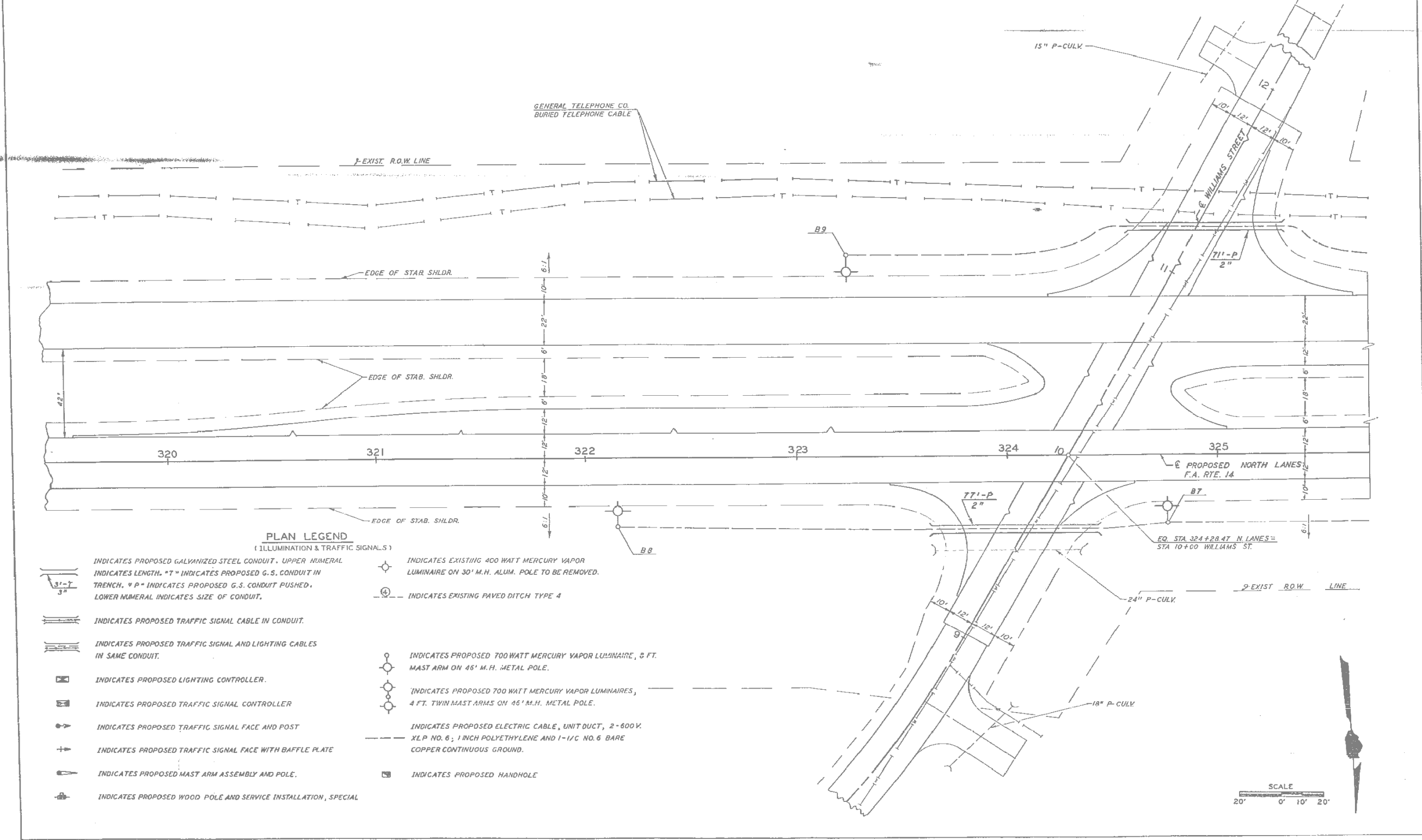
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING LIGHTING PLANS  
(FOR INFORMATION ONLY)

SCALE: SHEET NO. 1 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1) B-1	JACKSON	200	51
CONTRACT NO. 78056			ILLINOIS FED. AID PROJECT	

ROUTE NO.	SIC	COUNTY	TOTAL SHEETS	SHEET NO.
EA. 14	12-2	JACKSON	204	83



**PLAN LEGEND**  
(ILLUMINATION & TRAFFIC SIGNALS)

- INDICATES PROPOSED GALVANIZED STEEL CONDUIT. UPPER NUMERAL INDICATES LENGTH. \*T\* INDICATES PROPOSED G.S. CONDUIT IN TRENCH. \*P\* INDICATES PROPOSED G.S. CONDUIT PUSHED. LOWER NUMERAL INDICATES SIZE OF CONDUIT.
- INDICATES PROPOSED TRAFFIC SIGNAL CABLE IN CONDUIT.
- INDICATES PROPOSED TRAFFIC SIGNAL AND LIGHTING CABLES IN SAME CONDUIT.
- INDICATES PROPOSED LIGHTING CONTROLLER.
- INDICATES PROPOSED TRAFFIC SIGNAL CONTROLLER.
- INDICATES PROPOSED TRAFFIC SIGNAL FACE AND POST.
- INDICATES PROPOSED TRAFFIC SIGNAL FACE WITH BAFFLE PLATE.
- INDICATES PROPOSED MAST ARM ASSEMBLY AND POLE.
- INDICATES PROPOSED WOOD POLE AND SERVICE INSTALLATION, SPECIAL.
- INDICATES EXISTING 400 WATT MERCURY VAPOR LUMINAIRE ON 30' M.H. ALUM. POLE TO BE REMOVED.
- INDICATES EXISTING PAVED DITCH TYPE 4.
- INDICATES PROPOSED 700 WATT MERCURY VAPOR LUMINAIRE, 8 FT. MAST ARM ON 46' M.H. METAL POLE.
- INDICATES PROPOSED 700 WATT MERCURY VAPOR LUMINAIRES, 4 FT. TWIN MAST ARMS ON 46' M.H. METAL POLE.
- INDICATES PROPOSED ELECTRIC CABLE, UNIT DUCT, 2-600V. XLP NO. 6; 1 INCH POLYETHYLENE AND 1-1/2 NO. 6 BARE COPPER CONTINUOUS GROUND.
- INDICATES PROPOSED HANDHOLE.



EA. RTE. 14 SECTION 12-2 JACKSON COUNTY (ILLUMINATION) STA. 320+00 TO 325+73

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

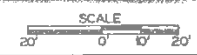
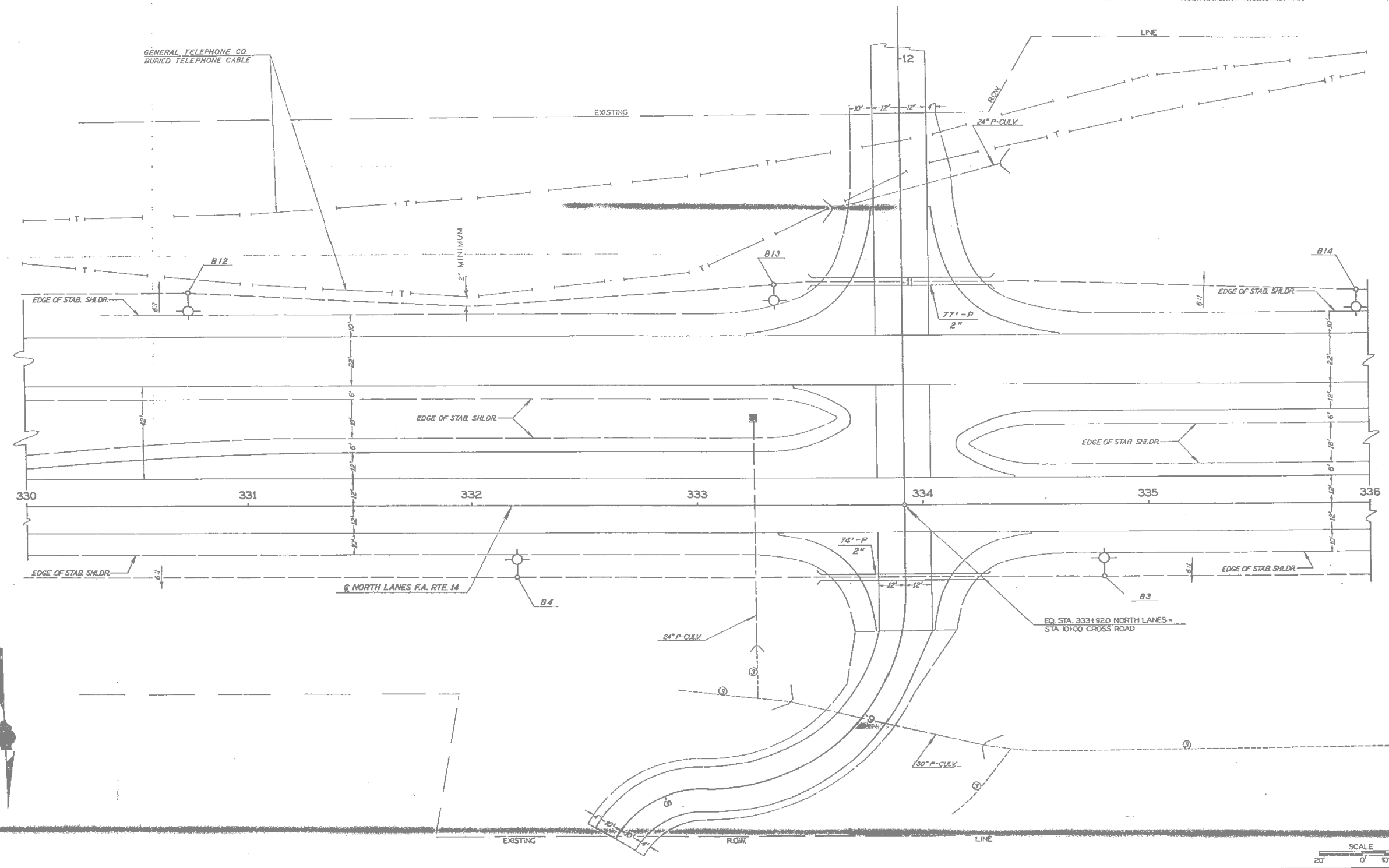
**EXISTING LIGHTING PLANS  
(FOR INFORMATION ONLY)**

SCALE: SHEET NO. 2 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1) B-1	JACKSON	200	52
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				



PROJECT NO.	SECTION	COUNTY	SHEET NO.
FA. 14	12-2	JACKSON	204
FED. AID DIST. N.		PLAN NO.	SCALE
		12-2	1" = 20'



F.A. RTE. 14 SECTION 12-2 JACKSON COUNTY (ILLUMINATION) STA. 330 +00 TO 336 +00

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	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

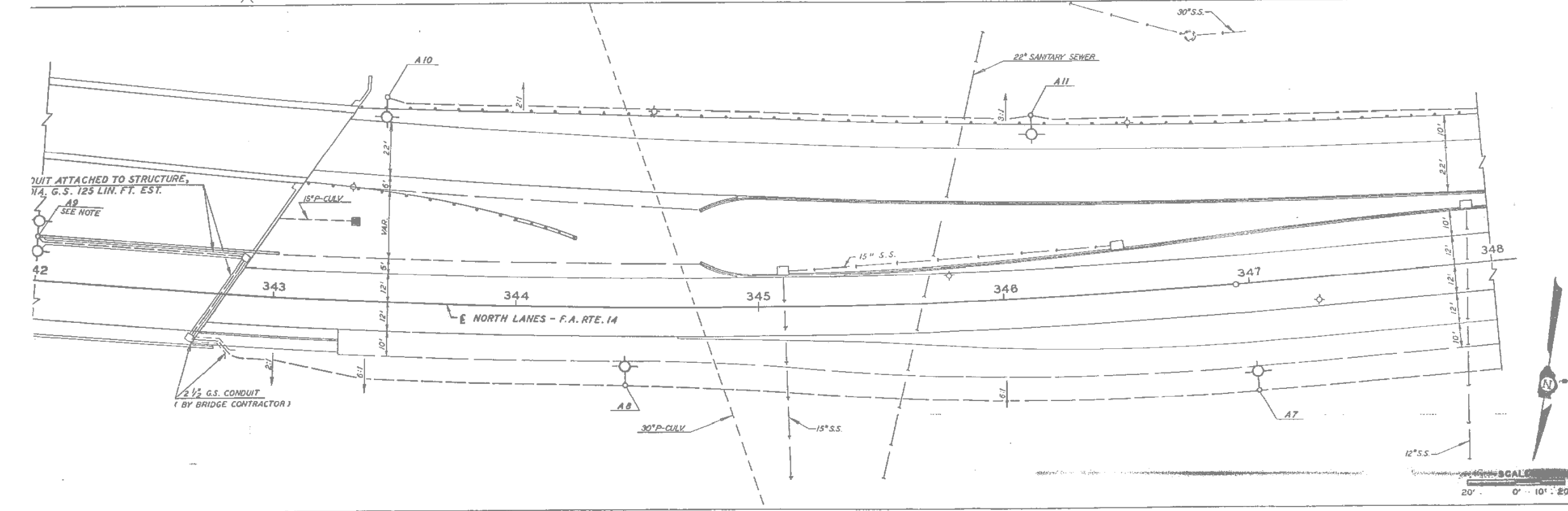
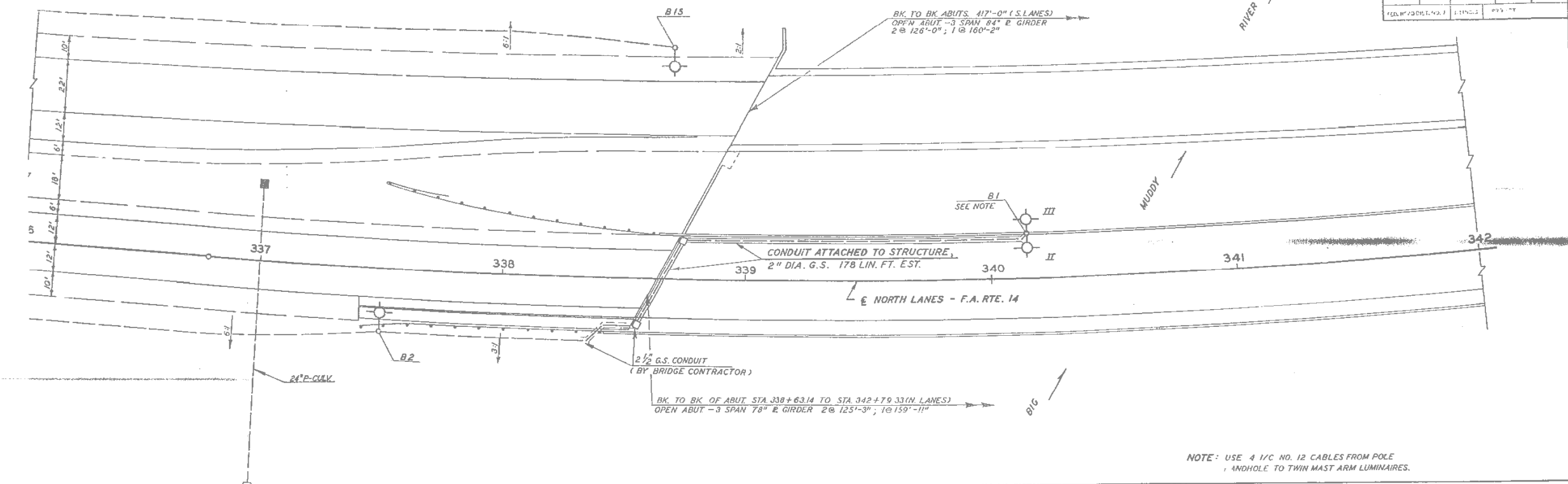
**EXISTING LIGHTING PLANS  
(FOR INFORMATION ONLY)**

SCALE: SHEET NO. 4 OF 9 SHEETS STA. TO STA.

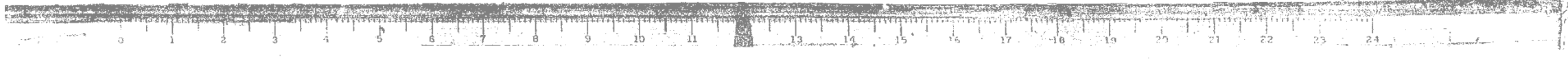
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331	(12-1) B-1	JACKSON	200	54
CONTRACT NO. 78056				

ILLINOIS FED. AID PROJECT

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 14	12-2	JACKSON	204	86
FILE NO.	DATE	DESIGNED	DRAWN	CHECKED



F.A. RTE. 14 SEC. 12-2 JACKSON COUNTY (ILLUMINATION) STA. 336+00 TO 348+00



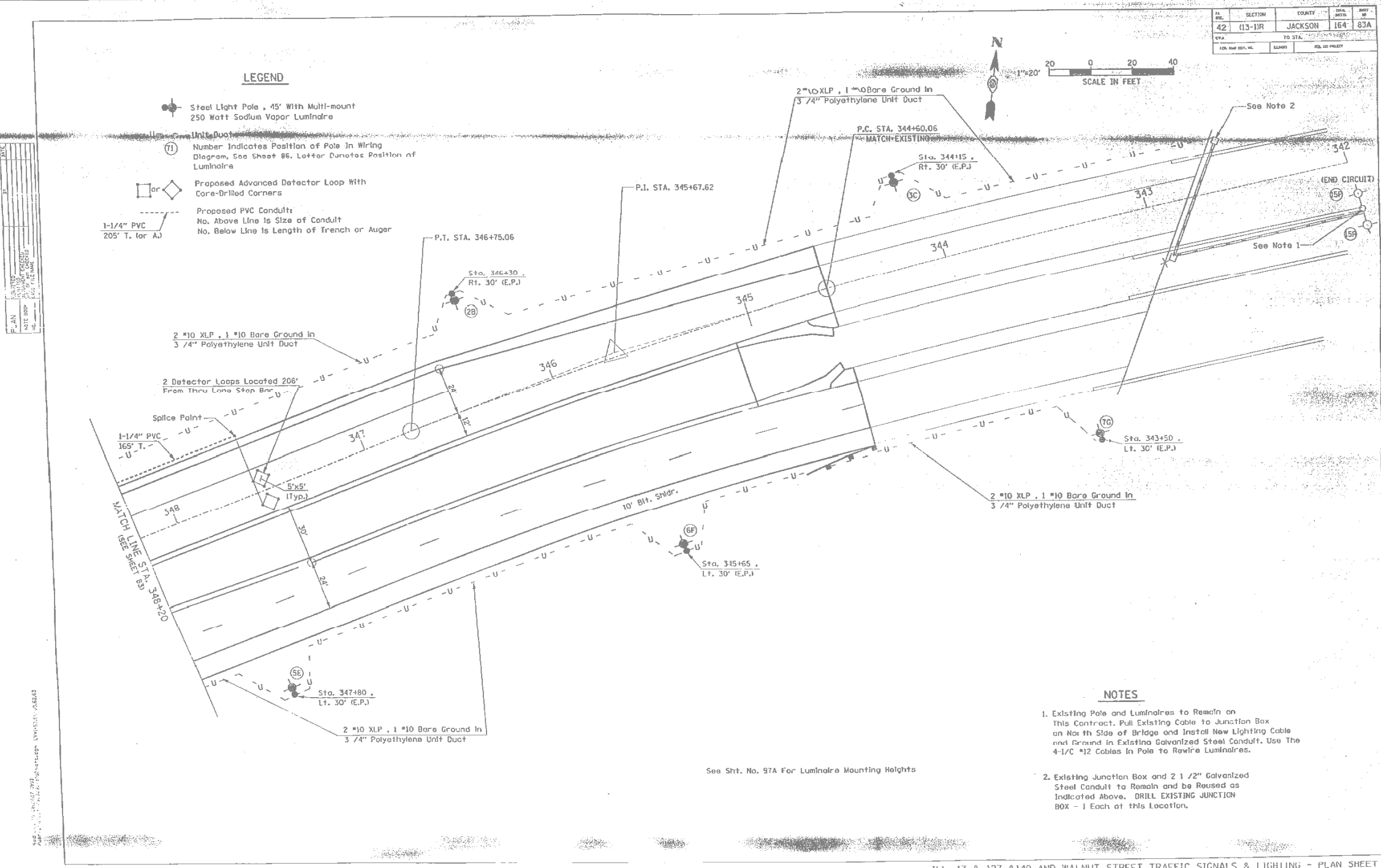
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EXISTING LIGHTING PLANS  
(FOR INFORMATION ONLY)**

SCALE: SHEET NO. 5 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1) B-1	JACKSON	200	55
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				



PL. NO.	SECTION	COUNTY	SHEET NO.
42	(13-1)R	JACKSON	164 83A
STA.	TO STA.		
100.000 000.00	1000.00	100.000 000.00	

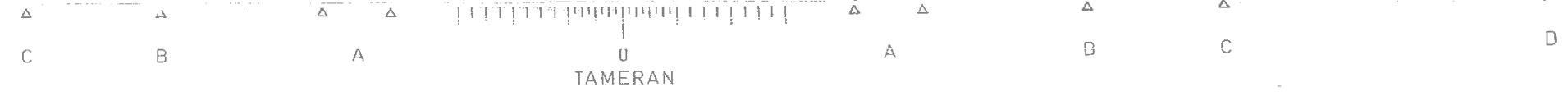
PLAN  
 NOTE: BRP  
 DATE: 1/25/2012  
 FILE NAME:

- LEGEND**
- Steel Light Pole, 45' With Multi-mount 250 Watt Sodium Vapor Luminaire
  - Unit Duct
  - Number Indicates Position of Pole In Wiring Diagram, See Sheet 86. Letter Denotes Position of Luminaire
  - Proposed Advanced Detector Loop With Core-Drilled Corners
  - Proposed PVC Conduits  
No. Above Line Is Size of Conduit  
No. Below Line Is Length of Trench or Auger
  - 1-1/4" PVC  
205' T. for A.J.

- NOTES**
- Existing Pole and Luminaires to Remain on This Contract. Pull Existing Cable to Junction Box on North Side of Bridge and Install New Lighting Cable and Ground in Existing Galvanized Steel Conduit. Use the 4-1/2" #12 Cables in Pole to Rewire Luminaires.
  - Existing Junction Box and 2 1/2" Galvanized Steel Conduit to Remain and be Reused as Indicated Above. DRILL EXISTING JUNCTION BOX - 1 Each at this Location.

See Sht. No. 97A For Luminaire Mounting Heights

ILL. 13 & 127 & 149 AND WALNUT STREET TRAFFIC SIGNALS & LIGHTING - PLAN SHEET



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	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>EXISTING LIGHTING PLANS (FOR INFORMATION ONLY)</b>	
SCALE:	SHEET NO. 6 OF 9 SHEETS
STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1) B-1	JACKSON	200	56
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

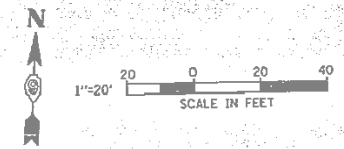


SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
42 03-DR	JACKSON	164	838
STA.	TO STA.		

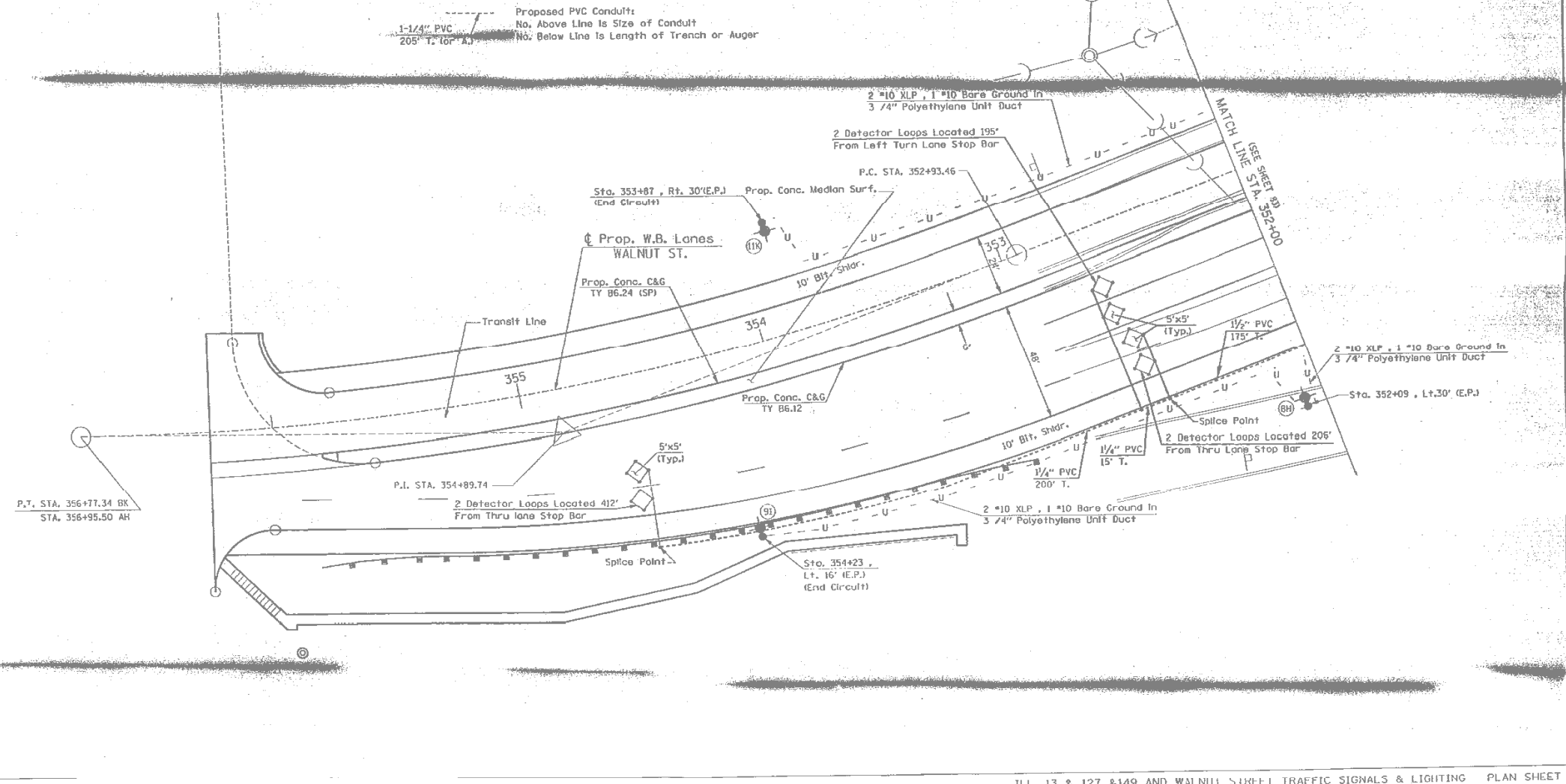
See Sht. No. 97A For Luminaire Mounting Heights  
FOR NOTES SEE SHEET NO. 83

**LEGEND**

- Steel Light Pole, 45' With Multi-mount 250 Watt Sodium Vapor Luminaire
- U - Unit Duct
- (11) Number Indicates Position of Pole In Wiring Diagram, See Sheet 86. Letter Denotes Position of Luminaire
- or ◇ Proposed Advanced Detector Loop With Core-Drilled Corners
- - - Proposed PVC Conduit:  
No. Above Line Is Size of Conduit  
No. Below Line Is Length of Trench or Auger



PLAN	DATE	BY
NOTE BOOK		
NO.		



ILL. 13 & 127 & 149 AND WALNUT STREET TRAFFIC SIGNALS & LIGHTING PLAN SHEET



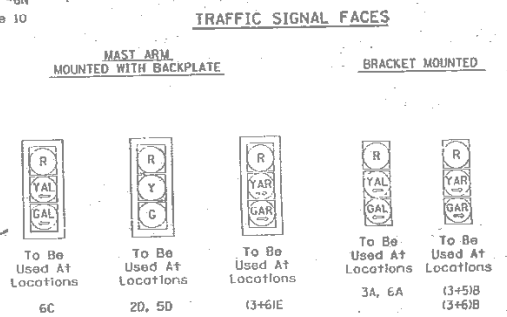
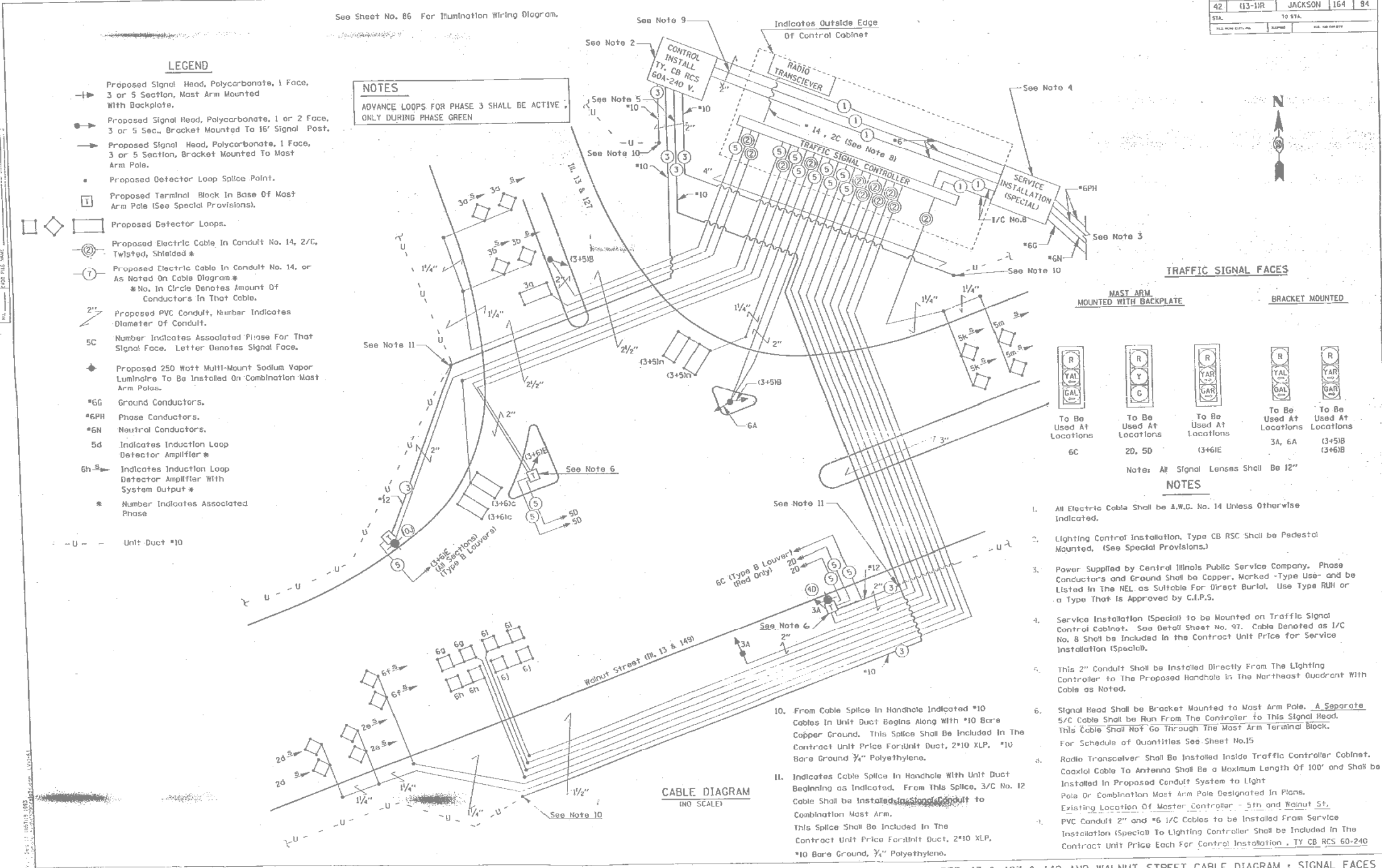
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	PLOT SCALE = 40.0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO. 7 OF 9 SHEETS	STA.	TO STA.	CONTRACT NO. 78056			
	PLOT DATE = 1/25/2012	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

PL. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	(13-1)R	JACKSON	164	84
STA.	TO STA.			
114+00.00	114+00.00			

- LEGEND**
- ➔ Proposed Signal Head, Polycarbonate, 1 Face, 3 or 5 Section, Mast Arm Mounted With Backplate.
  - ➔ Proposed Signal Head, Polycarbonate, 1 or 2 Face, 3 or 5 Sec., Bracket Mounted To 16' Signal Post.
  - ➔ Proposed Signal Head, Polycarbonate, 1 Face, 3 or 5 Section, Bracket Mounted To Mast Arm Pole.
  - Proposed Detector Loop Splice Point.
  - ⊠ Proposed Terminal Block In Base Of Mast Arm Pole (See Special Provisions).
  - ⊠ Proposed Detector Loops.
  - ② Proposed Electric Cable In Conduit No. 14, 2/C, Twisted, Shielded \*
  - ① Proposed Electric Cable In Conduit No. 14, or As Noted On Cable Diagram \*
  - \*No. In Circle Denotes Amount Of Conductors In That Cable.
  - 2" Proposed PVC Conduit, Number Indicates Diameter Of Conduit.
  - 5C Number Indicates Associated Phase For That Signal Face. Letter Denotes Signal Face.
  - ◆ Proposed 250 Watt Multi-Mount Sodium Vapor Luminaire To Be Installed On Combination Mast Arm Poles.
  - \*6G Ground Conductors.
  - \*6PH Phase Conductors.
  - \*6N Neutral Conductors.
  - 5d Indicates Induction Loop Detector Amplifier \*
  - 6h Indicates Induction Loop Detector Amplifier With System Output \*
  - \* Number Indicates Associated Phase
  - U- Unit Duct #10

**NOTES**

ADVANCE LOOPS FOR PHASE 3 SHALL BE ACTIVE ONLY DURING PHASE GREEN



- NOTES**
- All Electric Cable Shall be A.W.G. No. 14 Unless Otherwise Indicated.
  - Lighting Control Installation, Type CB RSC Shall be Pedestal Mounted, (See Special Provisions.)
  - Power Supplied by Central Illinois Public Service Company. Phase Conductors and Ground Shall be Copper, Marked -Type Use- and be Listed in the NEL as Suitable For Direct Burial. Use Type RUH or a Type That Is Approved by C.I.P.S.
  - Service Installation (Special) to be Mounted on Traffic Signal Control Cabinet. See Detail Sheet No. 91. Cable Denoted as 1/C No. 8 Shall be Included in the Contract Unit Price for Service Installation (Special).
  - This 2" Conduit Shall be Installed Directly From The Lighting Controller to The Proposed Handhole in The Northeast Quadrant With Cable as Noted.
  - Signal Head Shall be Bracket Mounted to Mast Arm Pole. A Separate 5/C Cable Shall be Run From The Controller to This Signal Head. This Cable Shall Not Go Through The Mast Arm Terminal Block. For Schedule of Quantities See Sheet No.15
  - Radio Transceiver Shall be Installed Inside Traffic Controller Cabinet. Coaxial Cable To Antenna Shall be a Maximum Length Of 100' and Shall be Installed in Proposed Conduit System to Light Pole Or Combination Mast Arm Pole Designated in Plans. Existing Location Of Mast Controller - 5th and Rainier St.
  - PVC Conduit 2" and \*6 1/C Cables to be Installed From Service Installation (Special) to Lighting Controller Shall be Included in The Contract Unit Price Each For Control Installation - TY CB RCS 60-240

- CABLE DIAGRAM (NO SCALE)**
- From Cable Splice in Handhole Indicated #10 Cables in Unit Duct Begins Along With #10 Bare Copper Ground. This Splice Shall be Included in The Contract Unit Price For Unit Duct, 2"10 XLP, #10 Bare Ground 3/4" Polyethylene.
  - Indicates Cable Splice in Handhole With Unit Duct Beginning as Indicated. From This Splice, 3/C No. 12 Cable Shall be Installed in Signal Conduit to Combination Mast Arm. This Splice Shall be Included in The Contract Unit Price For Unit Duct, 2"10 XLP, #10 Bare Ground, 3/4" Polyethylene.

ILL. RTE. 13 & 127 & 149 AND WALNUT STREET CABLE DIAGRAM : SIGNAL FACES

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 PLOT SCALE = 40.0000' / IN.  
 PLOT DATE = 1/25/2012

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

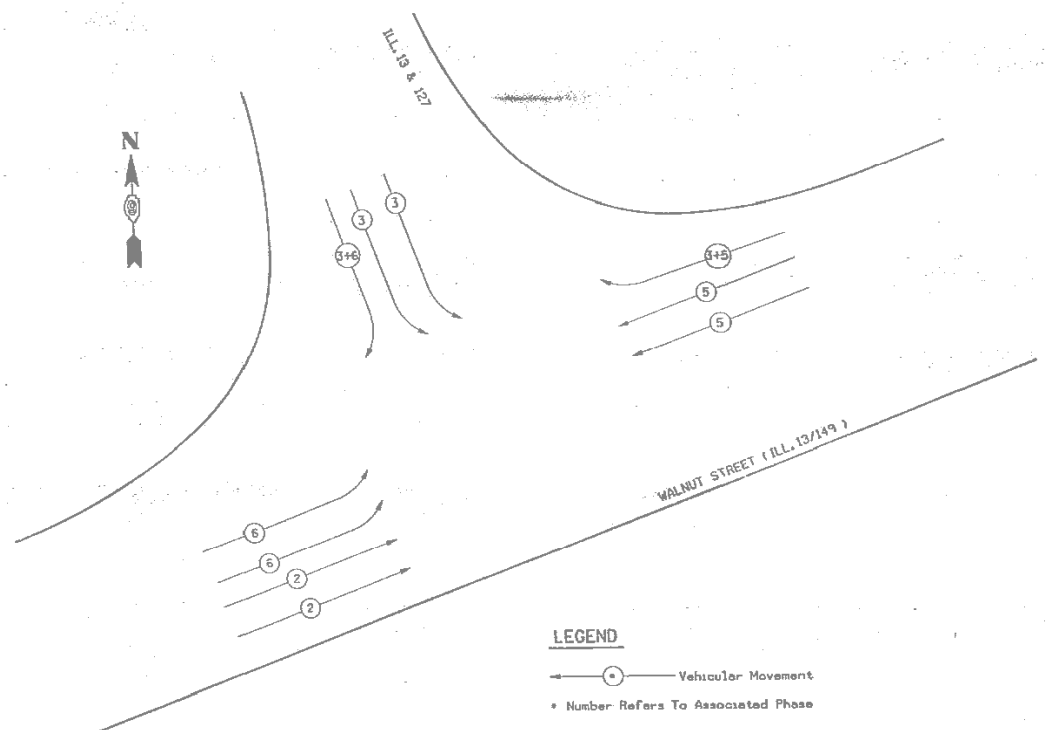
EXISTING LIGHTING PLANS  
 (FOR INFORMATION ONLY)

SCALE: SHEET NO. 8 OF 9 SHEETS STA. TO STA.

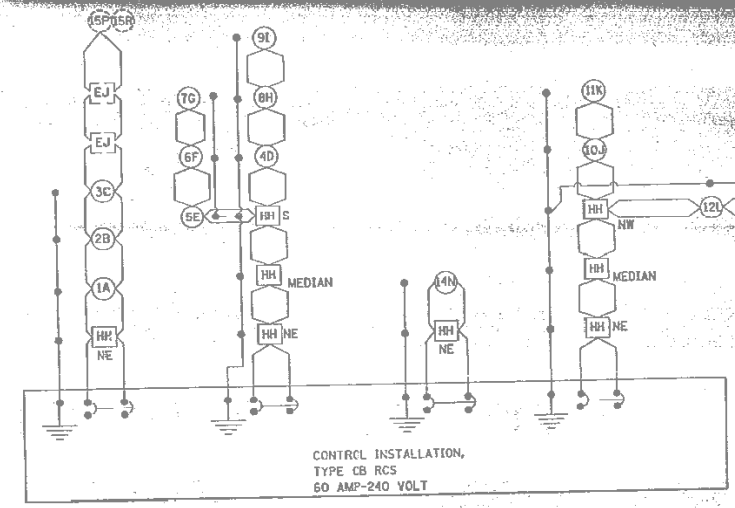
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1) B-1	JACKSON	200	58
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
42 (13-DR)	JACKSON	164	85
STA. TO STA.		POL. AND DATE	
		POL. AND DATE	

**PHASE DESIGNATION DIAGRAM**



**WIRING DIAGRAM FOR LIGHTING**



- NOTES**
- For Size and Type of Cable Used For Lighting Installation, See Cable Diagram, Sht. No. 84.
  - Power to Control Installation Shall be as Shown on Detail Sht. No. 84.
  - Electrical Service Required For Lighting and Signal Installation Shall be A 60 AMP-240 Volt Service.

- LEGEND FOR WIRING DIAGRAM**
- HH NE: Indicates Proposed Handholds With Lighting Cable Splice. Letters Below Indicates Quadrant Location of Handhold.
  - IA: Number Indicates Position of Proposed Pole in Wiring Diagram. Letter Indicates Luminaire on That Pole.
  - ⊞: Indicates Continuous Ground From Control Installation.
  - NE: Indicates Existing Pole and Luminaire to Remain.
  - EJ: Existing Junction Box to be Re-Used.
  - : Indicates Proposed Ground at Structure.

ILL. RTE. 13 & 127 & 149 AND WALNUT STREET-PHASE DESIGNATION AND WIRING DIAGRAM FOR LIGHTING



FILE NAME = D978056-sht-ex-light.dgn	USER NAME = default	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING LIGHTING PLANS (FOR INFORMATION ONLY)</b>			F.A.P. RTE. 331	SECTION (12-1) B-1	COUNTY JACKSON	TOTAL SHEETS 200	SHEET NO. 59
	PLOT SCALE = 40.0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO. 9 OF 9 SHEETS	STA.	TO STA.	CONTRACT NO. 78056			
	PLOT DATE = 1/25/2012	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

Bench Mark: F-291, NGS Monument on east abutment of S.N. 039-0013, 22' left of Sta. 339+04, Elev. 373.18.

Existing Structure: S.N. 039-0013 was originally built in 1954 along F.A. 14, Section 12-1B-2, 1F-2 and reconstructed in 1980 as F.A.P. 107, Section 12-1B-2. The back to back abutment length is 417'-0" and the out-to-out deck width is 33'-8". The structure consists of a three span continuous steel plate girder superstructure horizontally curved supported on pile stub abutments and solid wall piers. Structure to be removed and replaced.

Traffic Control: Traffic will be maintained by providing a temporary crossover from the existing eastbound roadway to the existing westbound structure for Stage I. Upon completion of the new eastbound structure, traffic will be maintained with a temporary crossover from the existing westbound roadway to the eastbound structure for Stage II.

Salvage: None

Notes:

- ① Light poles not shown for clarity.
- ② Measured radially.
- ③ For Section A-A, see sheet 2 of 53.
- ④ DS-11 Drainage Scuppers to be located on the south side only at each end of the structure.
- ⑤ For light pole locations, pole heights, and anchor bolt patterns, see Lighting Plan Details.
- ⑥ Slope 1:2 (V:H) at right angles to abutment along face of wingwalls, typical.
- ⑦ After removal of existing west median drain pipe, drainage to be accommodated by Contractor until completion of final median grading.
- ⑧ Permanent Ground Anchor and Tie Rod, typical.

**DESIGN SPECIFICATIONS**

2010 AASHTO LRFD Bridge Design Specifications

**DESIGN STRESSES**

**FIELD UNITS**

f'c = 3,500 psi  
 fy = 60,000 psi (Reinforcement)  
 fy = 50,000 psi (AASHTO M 270 Grade 50W)  
 fy = 50,000 psi (AASHTO M 270 Grade 50)  
 fy = 150,000 psi (AASHTO M 275 Grade 150)

**SEISMIC DATA**

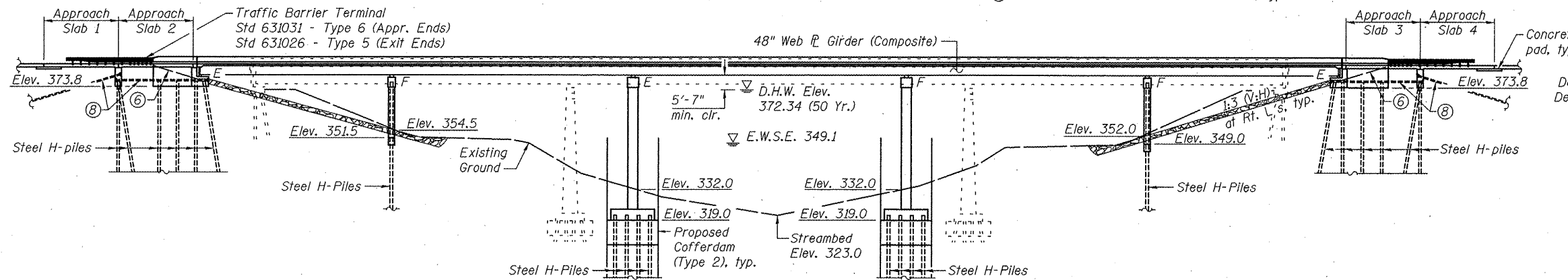
Seismic Performance Zone (SPZ) = 3  
 Design Spectral Acceleration at 1.0 sec. (SD1) = 0.35g  
 Design Spectral Acceleration at 0.2 sec. (SDS) = 0.82g  
 Soil Site Class = D

**LOADING HL-93**

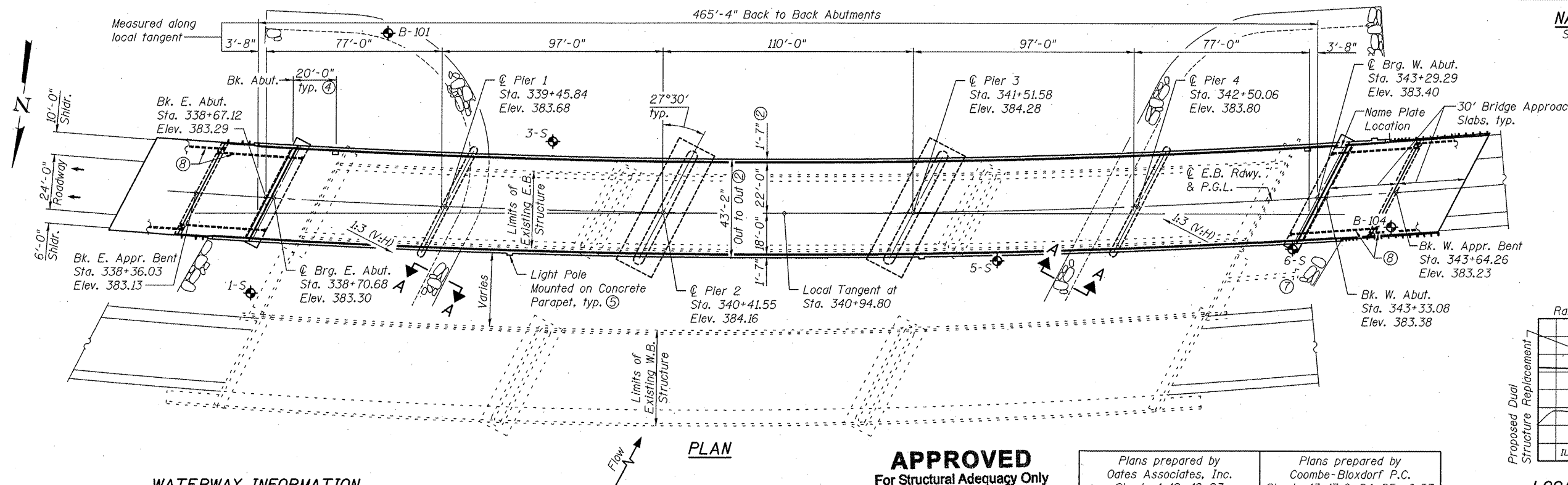
Allow 50#/sq. ft. for future wearing surface.

STATION 340+96.56  
 BUILT 20\_\_ BY  
 STATE OF ILLINOIS  
 FAP ROUTE 331 SEC (12-1B-1)  
 LOADING HL-93  
 STRUCTURE NO. 039-0075

**NAME PLATE**  
 See Std. 515001



**ELEVATION ①**



**PLAN**

**WATERWAY INFORMATION**

Exist. Low Grade Elev. 382.5 @ Sta. 337+50  
 Prop. Low Grade Elev. 382.5 @ Sta. 337+50

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.		Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Design	10	26,344	7,286	7,458	366.94	0.05	0.05	366.99	366.99	366.99
Base	50	38,509	9,259	9,562	372.34	0.08	0.07	372.42	372.41	372.41
Overtopping	100	43,714	10,054	10,601	374.84	0.23	0.14	375.07	374.98	374.98
Max. Calc.	500	55,669	10,054	11,926	378.10	0.27	0.18	378.37	378.28	378.28

**DESIGN SCOUR ELEVATION TABLE**

Design Scour Elevation (ft.)	E. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	W. Abut.
	373.8	349.1	314.8	314.8	345.0	373.8

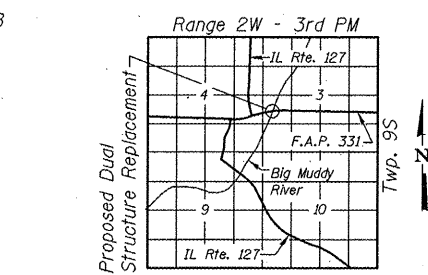
**APPROVED**  
 For Structural Adequacy Only  
*Carl Purdy*  
 Engineer of Bridges & Structures

Plans prepared by Oates Associates, Inc. Sheets 1-12, 18-23 & 26-53 of 53  
 Exp. 11-20-12

Plans prepared by Coombe-Bloxdorf P.C. Sheets 13-17 & 24-25 of 53  
 Exp. 11-30-12

Daniel George Lutz  
 Licensed Structural Engineer  
 State of Illinois  
 081 006772

Mary Coombe Bloxdorf  
 Licensed Structural Engineer  
 State of Illinois  
 4859 Springfield



**LOCATION SKETCH**  
**GENERAL PLAN & ELEVATION**  
**IL RTE. 13 OVER BIG MUDDY RIVER**  
**F.A.P. RTE. 331 - SEC. (12-1B-1**  
**JACKSON COUNTY**  
**STATION 340+96.56 (E.B.)**  
**STRUCTURE NO. 039-0075 (E.B.)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1B-1	JACKSON	200	60

CONTRACT NO. 78056  
 ILLINOIS FED. AID PROJECT

**DATE ASSOCIATES**  
 Engineering & Architecture

USER NAME =  
 DESIGNED - JAD  
 CHECKED - DGL  
 DRAWN - MAG  
 PLOT DATE =

DESIGNED - JAD  
 CHECKED - DGL  
 DRAWN - MAG  
 PLOT DATE =

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

SHEET NO. 1 OF 53 SHEETS

**GENERAL NOTES**

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts  $\frac{7}{8}$  in.  $\phi$ , holes  $\frac{15}{16}$  in.  $\phi$ , unless otherwise noted.

Calculated weight of Structural Steel = AASHTO M 270 Grade 50W = 618,800 pounds

All structural steel shall be AASHTO M 270 Grade 50W except expansion joints which shall be AASHTO M 270 Grade 50.

No field welding is permitted except as specified in the contract documents.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of  $\frac{1}{8}$  inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the designated areas of the abutments.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

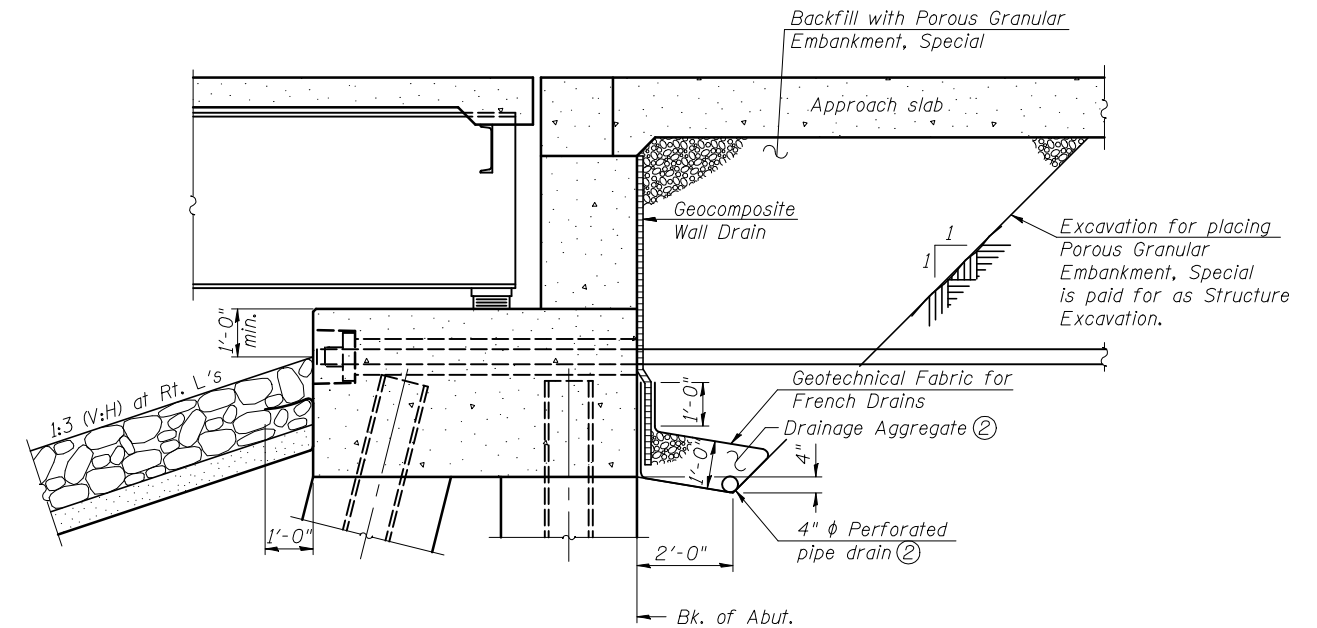
All structural steel and exposed surfaces of bearings within a distance of 10 ft. each way from the deck joints shall be painted.

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

Slipforming of the parapets is not allowed.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	-	2,496	2,496
Filter Fabric	Sq. Yd.	-	2,496	2,496
Removal of Existing Structures	Each	-	1	1
Structure Excavation	Cu. Yd.	-	1,017	1,017
Cofferdam Excavation	Cu. Yd.	-	2,236	2,236
Cofferdam (Type 2) (Location-1)	Each	-	1	1
Cofferdam (Type 2) (Location-2)	Each	-	1	1
Concrete Structures	Cu. Yd.	-	1,817.4	1,817.4
Concrete Superstructure	Cu. Yd.	871.6	-	871.6
Bridge Deck Grooving	Sq. Yd.	2,479	-	2,479
Seal Coat Concrete	Cu. Yd.	-	971.8	971.8
Concrete Encasement	Cu. Yd.	-	28.4	28.4
Protective Coat	Sq. Yd.	3,036	-	3,036
Furnishing and Erecting Structural Steel	L. Sum	0.5	-	0.5
Stud Shear Connectors	Each	7,368	-	7,368
Reinforcement Bars, Epoxy Coated	Pound	236,410	309,280	545,690
Bar Splicers	Each	-	91	91
Furnishing Steel Piles HP14x73	Foot	-	4,590	4,590
Furnishing Steel Piles HP14x89	Foot	-	4,440	4,440
Driving Piles	Foot	-	9,030	9,030
Test Pile Steel HP14x73	Each	-	4	4
Test Pile Steel HP14x89	Each	-	2	2
Name Plates	Each	1	-	1
Preformed Joint Strip Seal	Foot	95	-	95
Elastomeric Bearing Assembly, Type I	Each	6	-	6
Elastomeric Bearing Assembly, Type II	Each	12	-	12
Anchor Bolts, 1"	Each	60	-	60
Anchor Bolts, $\frac{1}{2}$ "	Each	12	-	12
Concrete Sealer	Sq. Ft.	-	1,062	1,062
Geocomposite Wall Drain	Sq. Yd.	-	81	81
Drainage Scuppers, DS-11	Each	2	-	2
Pipe Underdrains for Structures 4"	Foot	-	160	160
Permanent Ground Anchor	Each	-	14	14
Porous Granular Embankment, Special	Cu. Yd.	-	177	177
Mechanical Splicers	Each	-	1,560	1,560
Tie Rod	Each	-	14	14



**SECTION THRU PILE SUPPORTED**

**STUB ABUTMENT**

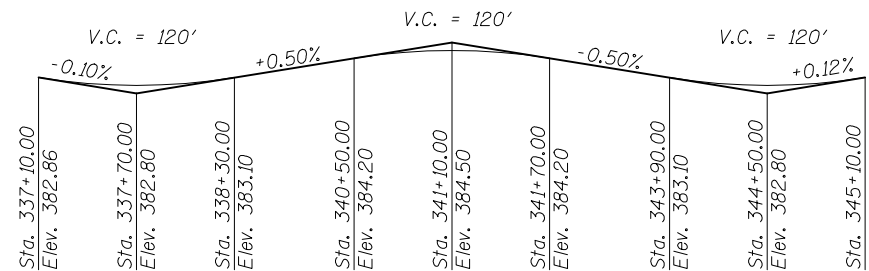
(Horiz. dim. at Rt. L's)

**INDEX OF SHEETS**

Sheet No.	Description
1	General Plan & Elevation
2	General Data
3	Footing Layout
4	Construction Details
5-8	Top of Slab Elevations
9-12	Top of Approach Slab Elevations
13-14	Superstructure
15-17	Superstructure Details
18-23	Bridge Approach Slab Details
24	Preformed Joint Strip Seal
25	Drainage Scupper, DS-11
26	Framing Plan and Girder Details
27-28	Girder Details
29-30	Bearing Details
31	East Approach Bent Details
32	West Approach Bent Details
33-35	East Abutment Details
36-38	West Abutment Details
39	Tie Rod and Permanent Ground Anchor Details
40	Pier 1 Details
41-42	Pier 2 Details
43-44	Pier 3 Details
45	Pier 4 Details
46	HP Pile Details
47	Bar Splicer Assembly and Mechanical Splicer Details
48-53	Soil Boring Logs

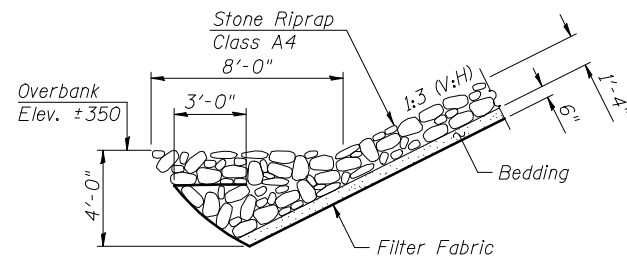
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 $T = 414.36'$   
 $L = 825.42'$   
 $E = 22.63'$   
 $S.E. = 0.025\%$   
 $P.C. Sta. = 335+74.79$   
 $P.I. Sta. = 339+89.14$   
 $P.T. Sta. = 344+00.21$

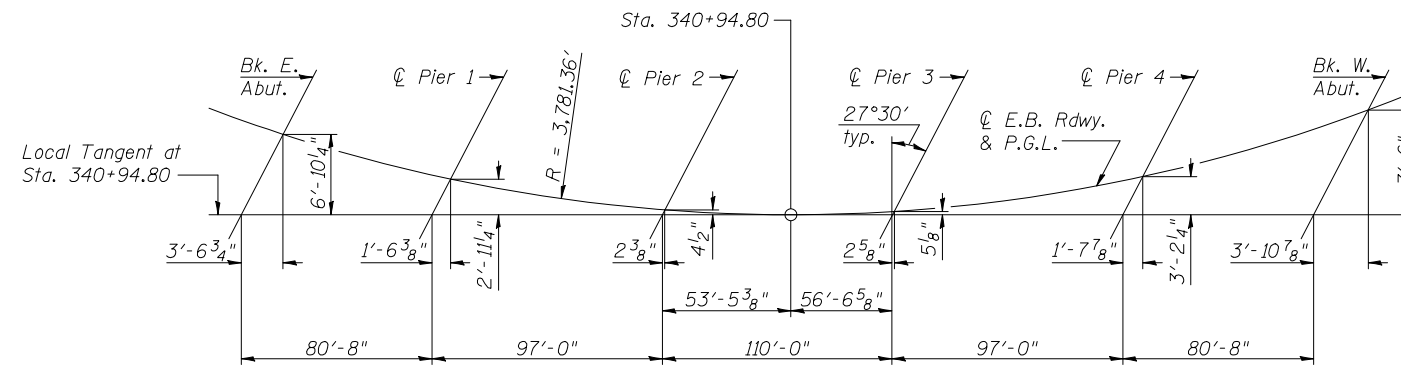


**PROFILE GRADE - IL RTE. 13 (E.B.)**

(along centerline roadway)



**SECTION A-A**



**OFFSET SKETCH - IL RTE. 13 (E.B.)**

**Notes:**

- All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls. The pipe shall extend under the wingwall until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110).
- Included in the cost of Pipe Underdrains for Structures 4".
- Quantity is total assumed to be placed during construction of S.N. 039-0075. Actual quantity as directed by the Engineer.



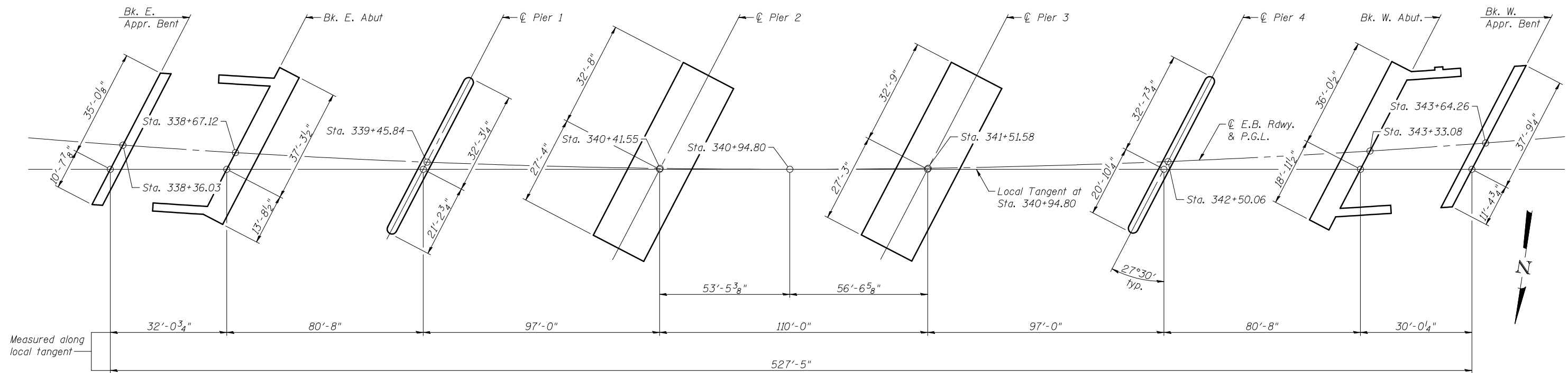
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	CHECKED - DGL	REVISED -
PLOT SCALE =	DRAWN - MAG	REVISED -
PLOT DATE =	CHECKED - DGL	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA  
STRUCTURE NO. 039-0075 (E.B.)**

SHEET NO. 2 OF 53 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	61
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				



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 Fax: 314.588.9905

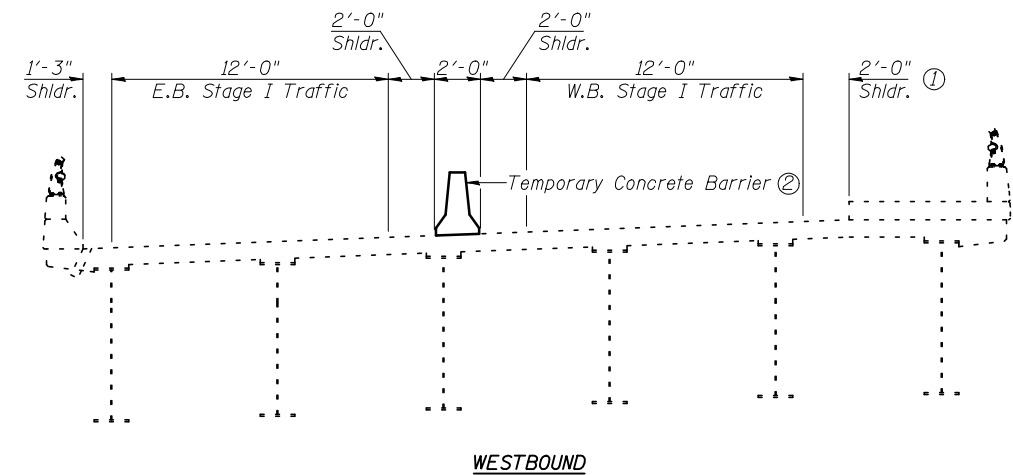
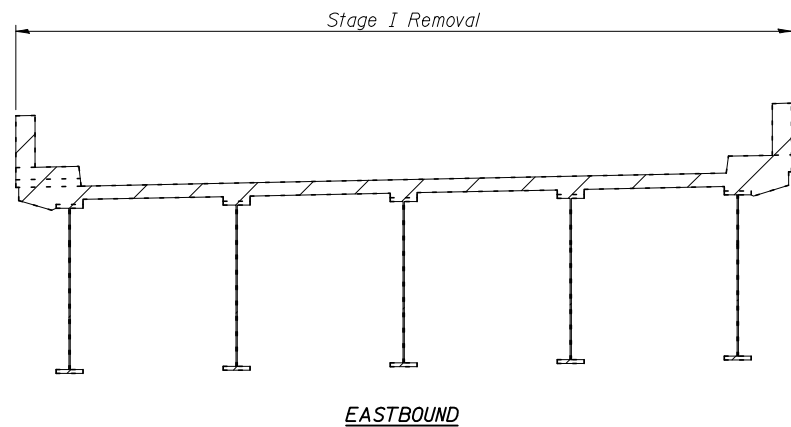
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CHECKED - DGL	REVISED -	
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

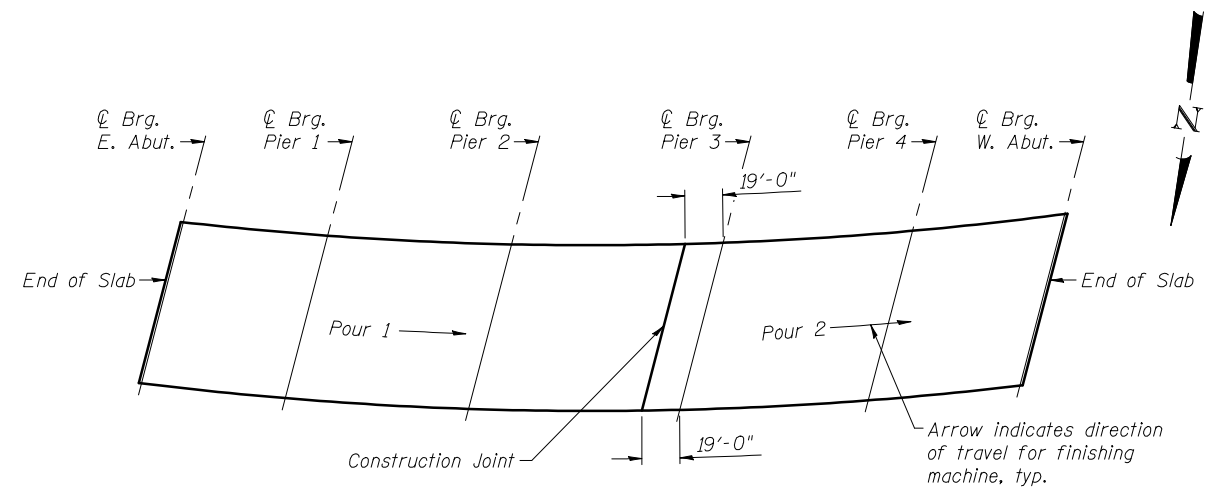
**FOOTING LAYOUT**  
**STRUCTURE NO. 039-0075 (E.B.)**

SHEET NO. 3 OF 53 SHEETS

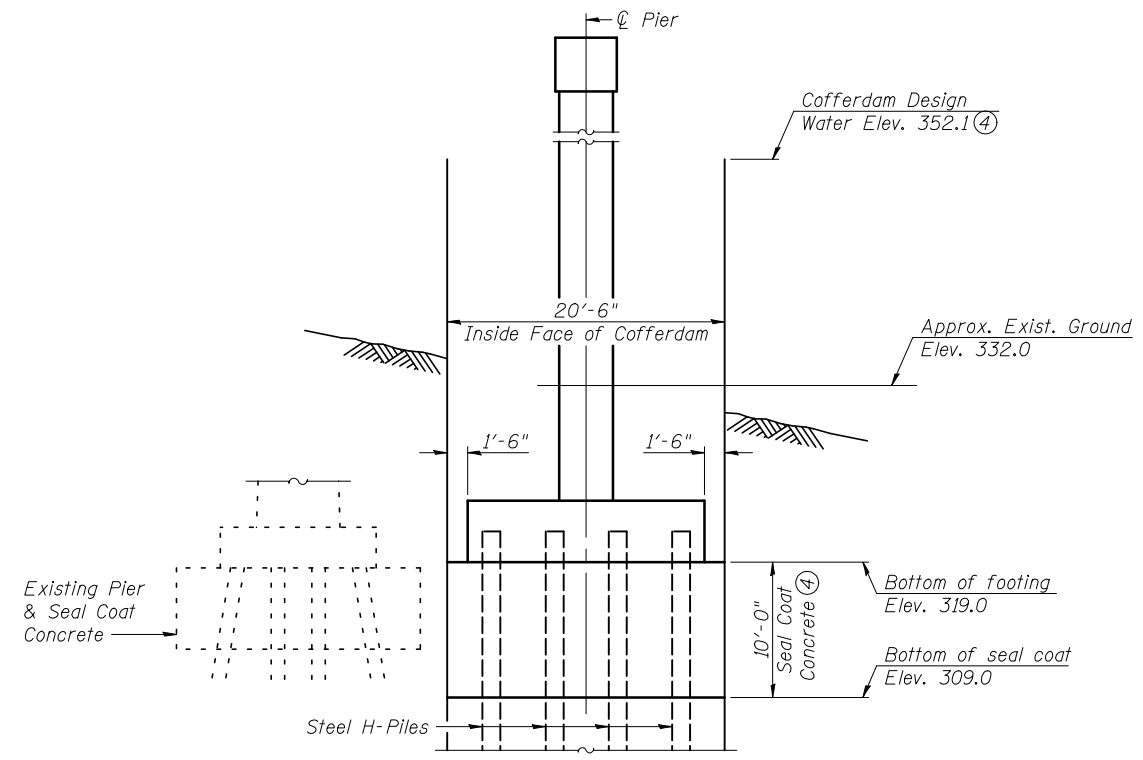
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331	(12-11B-1)	JACKSON	200	62
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				



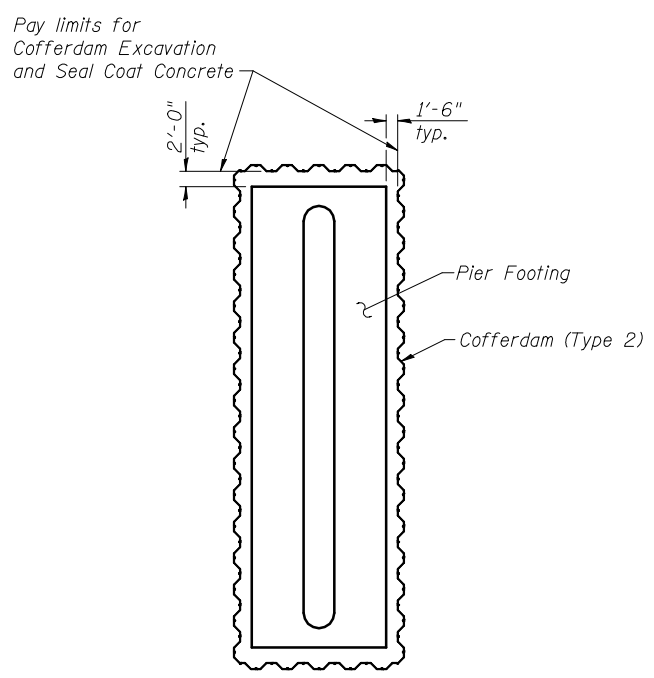
**STAGE I REMOVAL & TRAFFIC STAGING**  
(Looking West)



**DECK POURING SEQUENCE**



**COFFERDAM DETAIL**

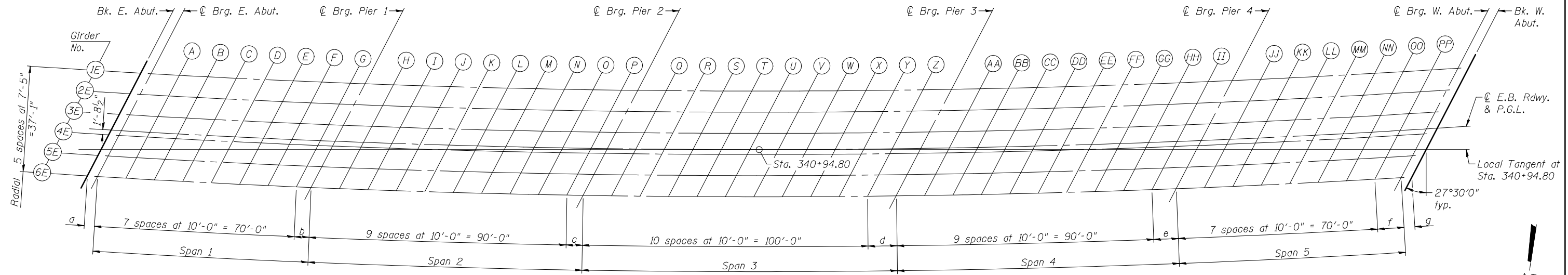


**COFFERDAM PLAN**

- Notes:
- ① Measured radially, typ.
  - ② See roadway plans for quantity of Temporary Concrete Barrier and related traffic control.
  - ③ When the deck pour is stopped for the day at the transverse bonded construction joint in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
    - 1) At least 72 hours shall have elapsed from the end of the previous pour.
    - 2) The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.
  - ④ Seal coat thickness design is based on the Cofferdam Design Water Elevation shown. Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design. See Special Provisions.

USER NAME =	DESIGNED - JAD	REVISED -
	CHECKED - DGL	REVISED -
PLOT SCALE =	DRAWN - MAG	REVISED -
PLOT DATE =	CHECKED - JAD	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-11B-1)	JACKSON	200	63
CONTRACT NO. 78056				



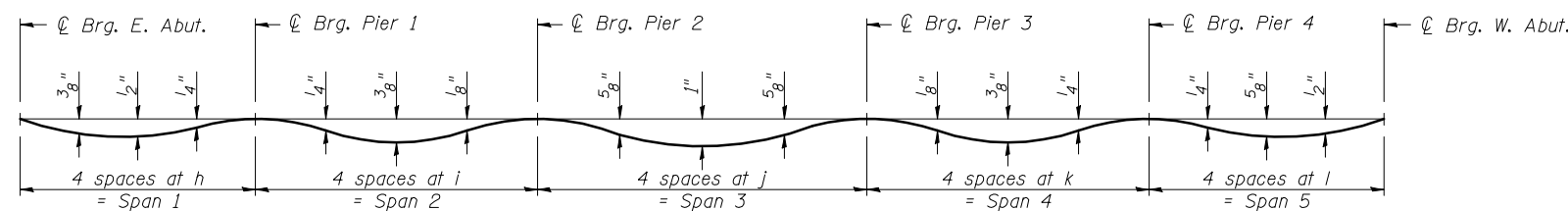
PLAN

DIMENSION TABLE ①

Girder	Radius	Span 1	Span 2	Span 3	Span 4	Span 5	a	b	c	d	e	f	g	h	i	j	k	l
1E	3760.81'	75'-3"	95'-9 <sup>15</sup> / <sub>16</sub> "	110'-2 <sup>5</sup> / <sub>16</sub> "	98'-7 <sup>3</sup> / <sub>4</sub> "	79'-4 <sup>9</sup> / <sub>16</sub> "	3'-6 <sup>3</sup> / <sub>4</sub> "	5'-3"	5'-9 <sup>15</sup> / <sub>16</sub> "	10'-2 <sup>5</sup> / <sub>16</sub> "	8'-7 <sup>3</sup> / <sub>4</sub> "	9'-4 <sup>9</sup> / <sub>16</sub> "	3'-9 <sup>5</sup> / <sub>8</sub> "	18'-9 <sup>3</sup> / <sub>4</sub> "	23'-11 <sup>1</sup> / <sub>2</sub> "	27'-6 <sup>9</sup> / <sub>16</sub> "	24'-7 <sup>15</sup> / <sub>16</sub> "	19'-10 <sup>1</sup> / <sub>8</sub> "
2E	3768.23'	75'-2 <sup>5</sup> / <sub>8</sub> "	95'-9 <sup>7</sup> / <sub>16</sub> "	110'-1 <sup>5</sup> / <sub>8</sub> "	98'-7"	79'-3 <sup>15</sup> / <sub>16</sub> "	3'-6 <sup>3</sup> / <sub>4</sub> "	5'-2 <sup>5</sup> / <sub>8</sub> "	5'-9 <sup>7</sup> / <sub>16</sub> "	10'-1 <sup>5</sup> / <sub>8</sub> "	8'-7"	9'-3 <sup>15</sup> / <sub>16</sub> "	3'-9 <sup>5</sup> / <sub>8</sub> "	18'-9 <sup>1</sup> / <sub>16</sub> "	23'-11 <sup>5</sup> / <sub>8</sub> "	27'-6 <sup>7</sup> / <sub>16</sub> "	24'-7 <sup>3</sup> / <sub>4</sub> "	19'-10"
3E	3775.65'	75'-2 <sup>1</sup> / <sub>4</sub> "	95'-8 <sup>7</sup> / <sub>16</sub> "	110'-0 <sup>15</sup> / <sub>16</sub> "	98'-6 <sup>5</sup> / <sub>16</sub> "	79'-3 <sup>1</sup> / <sub>4</sub> "	3'-6 <sup>3</sup> / <sub>4</sub> "	5'-2 <sup>1</sup> / <sub>4</sub> "	5'-8 <sup>7</sup> / <sub>16</sub> "	10'-0 <sup>15</sup> / <sub>16</sub> "	8'-6 <sup>5</sup> / <sub>16</sub> "	9'-3 <sup>1</sup> / <sub>4</sub> "	3'-9 <sup>9</sup> / <sub>16</sub> "	18'-9 <sup>9</sup> / <sub>16</sub> "	23'-11 <sup>3</sup> / <sub>16</sub> "	27'-6 <sup>4</sup> / <sub>16</sub> "	24'-7 <sup>9</sup> / <sub>16</sub> "	19'-9 <sup>13</sup> / <sub>16</sub> "
⊙ Rdwy.	3781.36'	75'-1 <sup>15</sup> / <sub>16</sub> "	95'-8 <sup>1</sup> / <sub>16</sub> "	110'-0 <sup>3</sup> / <sub>8</sub> "	98'-5 <sup>3</sup> / <sub>4</sub> "	79'-2 <sup>3</sup> / <sub>4</sub> "	3'-6 <sup>1</sup> / <sub>16</sub> "	5'-1 <sup>15</sup> / <sub>16</sub> "	5'-8 <sup>1</sup> / <sub>16</sub> "	10'-0 <sup>3</sup> / <sub>8</sub> "	8'-5 <sup>3</sup> / <sub>4</sub> "	9'-2 <sup>3</sup> / <sub>4</sub> "	3'-9 <sup>9</sup> / <sub>16</sub> "	18'-9 <sup>1</sup> / <sub>2</sub> "	23'-11 <sup>8</sup> / <sub>16</sub> "	27'-6 <sup>1</sup> / <sub>8</sub> "	24'-7 <sup>1</sup> / <sub>16</sub> "	19'-9 <sup>1</sup> / <sub>16</sub> "
4E	3783.06'	75'-1 <sup>1</sup> / <sub>8</sub> "	95'-8 <sup>1</sup> / <sub>16</sub> "	110'-0 <sup>3</sup> / <sub>16</sub> "	98'-5 <sup>9</sup> / <sub>16</sub> "	79'-2 <sup>3</sup> / <sub>8</sub> "	3'-6 <sup>1</sup> / <sub>16</sub> "	5'-1 <sup>7</sup> / <sub>8</sub> "	5'-8 <sup>5</sup> / <sub>16</sub> "	10'-0 <sup>3</sup> / <sub>16</sub> "	8'-5 <sup>9</sup> / <sub>16</sub> "	9'-2 <sup>5</sup> / <sub>8</sub> "	3'-9 <sup>1</sup> / <sub>2</sub> "	18'-9 <sup>2</sup> / <sub>16</sub> "	23'-11 <sup>1</sup> / <sub>16</sub> "	27'-6 <sup>1</sup> / <sub>16</sub> "	24'-7 <sup>3</sup> / <sub>8</sub> "	19'-9 <sup>1</sup> / <sub>16</sub> "
5E	3790.48'	75'-1 <sup>1</sup> / <sub>2</sub> "	95'-7 <sup>13</sup> / <sub>16</sub> "	109'-11 <sup>1</sup> / <sub>2</sub> "	98'-4 <sup>1</sup> / <sub>8</sub> "	79'-2"	3'-6 <sup>1</sup> / <sub>16</sub> "	5'-1 <sup>1</sup> / <sub>2</sub> "	5'-7 <sup>13</sup> / <sub>16</sub> "	9'-11 <sup>1</sup> / <sub>2</sub> "	8'-4 <sup>1</sup> / <sub>8</sub> "	9'-2"	3'-9 <sup>1</sup> / <sub>2</sub> "	18'-9 <sup>3</sup> / <sub>8</sub> "	23'-10 <sup>15</sup> / <sub>16</sub> "	27'-5 <sup>1</sup> / <sub>8</sub> "	24'-7 <sup>3</sup> / <sub>16</sub> "	19'-9 <sup>1</sup> / <sub>2</sub> "
6E	3797.90'	75'-1 <sup>1</sup> / <sub>8</sub> "	95'-7 <sup>1</sup> / <sub>4</sub> "	109'-10 <sup>13</sup> / <sub>16</sub> "	98'-4 <sup>1</sup> / <sub>8</sub> "	79'-1 <sup>3</sup> / <sub>8</sub> "	3'-6 <sup>1</sup> / <sub>16</sub> "	5'-1 <sup>1</sup> / <sub>8</sub> "	5'-7 <sup>1</sup> / <sub>4</sub> "	9'-10 <sup>13</sup> / <sub>16</sub> "	8'-4 <sup>1</sup> / <sub>8</sub> "	9'-1 <sup>3</sup> / <sub>8</sub> "	3'-9 <sup>7</sup> / <sub>16</sub> "	18'-9 <sup>5</sup> / <sub>16</sub> "	23'-10 <sup>13</sup> / <sub>16</sub> "	27'-5 <sup>1</sup> / <sub>16</sub> "	24'-7"	19'-9 <sup>5</sup> / <sub>16</sub> "

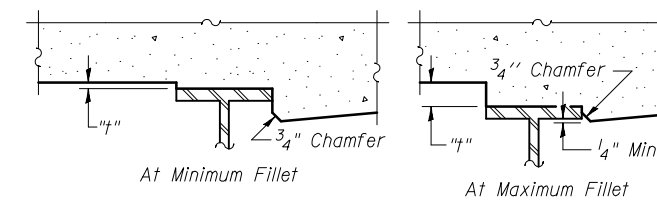
Notes:

- ① Horizontal dimensions are taken along centerline of each individual girder.
- ② The Girder Dead Load Deflections are not to be used in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" as shown on sheets 6 thru 8 of 53.
- ③ To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 6 thru 8 of 53, minus slab thickness, equals the fillet heights "t" above top flange of girders.



DEAD LOAD DEFLECTION DIAGRAM ②

(Includes weight of concrete only.)



FILLET HEIGHTS ③



GIRDER 1E

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. E. Abut., Brg. E. Abut. (A-G), Brg. Pier 1 (H-P), Brg. Pier 2 (Q-Z), Brg. Pier 3 (AA-II), Brg. Pier 4 (JJ-PP), Brg. W. Abut., and Bk. W. Abut.

GIRDER 2E

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. E. Abut., Brg. E. Abut. (A-G), Brg. Pier 1 (H-P), Brg. Pier 2 (Q-Z), Brg. Pier 3 (AA-II), Brg. Pier 4 (JJ-PP), Brg. W. Abut., and Bk. W. Abut.

GIRDER 3E

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. E. Abut., Brg. E. Abut. (A-G), Brg. Pier 1 (H-P), Brg. Pier 2 (Q-Z), Brg. Pier 3 (AA-II), Brg. Pier 4 (JJ-PP), Brg. W. Abut., and Bk. W. Abut.

**☉ E.B. RDWY. & P.G.L.**

**GIRDER 4E**

**GIRDER 5E**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	338+67.12	0.00	383.29	383.29
☉ Brg. E. Abut.	338+70.68	0.00	383.30	383.30
A	338+80.68	0.00	383.35	383.37
B	338+90.68	0.00	383.40	383.43
C	339+00.68	0.00	383.45	383.49
D	339+10.68	0.00	383.50	383.54
E	339+20.68	0.00	383.55	383.58
F	339+30.68	0.00	383.60	383.62
G	339+40.68	0.00	383.65	383.66
☉ Brg. Pier 1	339+45.84	0.00	383.68	383.68
H	339+55.84	0.00	383.73	383.73
I	339+65.84	0.00	383.78	383.79
J	339+75.84	0.00	383.83	383.85
K	339+85.84	0.00	383.88	383.90
L	339+95.84	0.00	383.93	383.95
M	340+05.84	0.00	383.98	384.00
N	340+15.84	0.00	384.03	384.04
O	340+25.84	0.00	384.08	384.08
P	340+35.84	0.00	384.13	384.13
☉ Brg. Pier 2	340+41.55	0.00	384.16	384.16
Q	340+51.55	0.00	384.21	384.22
R	340+61.55	0.00	384.25	384.28
S	340+71.55	0.00	384.29	384.34
T	340+81.55	0.00	384.32	384.39
U	340+91.55	0.00	384.34	384.41
V	341+01.55	0.00	384.35	384.43
W	341+11.55	0.00	384.35	384.42
X	341+21.55	0.00	384.34	384.40
Y	341+31.55	0.00	384.33	384.36
Z	341+41.55	0.00	384.31	384.32
☉ Brg. Pier 3	341+51.58	0.00	384.28	384.28
AA	341+61.58	0.00	384.24	384.24
BB	341+71.58	0.00	384.19	384.20
CC	341+81.58	0.00	384.14	384.16
DD	341+91.58	0.00	384.09	384.11
EE	342+01.58	0.00	384.04	384.07
FF	342+11.58	0.00	383.99	384.02
GG	342+21.58	0.00	383.94	383.96
HH	342+31.58	0.00	383.89	383.90
II	342+41.58	0.00	383.84	383.84
☉ Brg. Pier 4	342+50.06	0.00	383.80	383.80
JJ	342+60.06	0.00	383.75	383.76
KK	342+70.06	0.00	383.70	383.72
LL	342+80.06	0.00	383.65	383.69
MM	342+90.06	0.00	383.60	383.64
NN	343+00.06	0.00	383.55	383.59
OO	343+10.06	0.00	383.50	383.54
PP	343+20.06	0.00	383.45	383.47
☉ Brg. W. Abut.	343+29.29	0.00	383.40	383.40
Bk. W. Abut.	343+33.08	0.00	383.38	383.38

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	338+66.36	1.71	383.32	383.32
☉ Brg. E. Abut.	338+69.92	1.71	383.34	383.34
A	338+79.91	1.71	383.39	383.41
B	338+89.91	1.71	383.44	383.47
C	338+99.90	1.71	383.49	383.53
D	339+09.90	1.71	383.54	383.58
E	339+19.89	1.71	383.59	383.62
F	339+29.89	1.71	383.64	383.66
G	339+39.88	1.71	383.69	383.70
☉ Brg. Pier 1	339+45.04	1.71	383.72	383.72
H	339+55.03	1.71	383.77	383.77
I	339+65.03	1.71	383.82	383.83
J	339+75.02	1.71	383.87	383.88
K	339+85.02	1.71	383.92	383.94
L	339+95.02	1.71	383.97	383.99
M	340+05.01	1.71	384.02	384.03
N	340+15.01	1.71	384.07	384.08
O	340+25.00	1.71	384.12	384.12
P	340+35.00	1.71	384.17	384.17
☉ Brg. Pier 2	340+40.69	1.71	384.20	384.20
Q	340+50.68	1.71	384.25	384.26
R	340+60.68	1.71	384.29	384.32
S	340+70.68	1.71	384.33	384.38
T	340+80.67	1.71	384.36	384.43
U	340+90.67	1.71	384.38	384.46
V	341+00.66	1.71	384.39	384.47
W	341+10.66	1.71	384.39	384.46
X	341+20.65	1.71	384.39	384.44
Y	341+30.65	1.71	384.37	384.41
Z	341+40.64	1.71	384.35	384.37
☉ Brg. Pier 3	341+50.66	1.71	384.32	384.32
AA	341+60.65	1.71	384.29	384.29
BB	341+70.65	1.71	384.24	384.25
CC	341+80.64	1.71	384.19	384.20
DD	341+90.64	1.71	384.14	384.16
EE	342+00.63	1.71	384.09	384.12
FF	342+10.63	1.71	384.04	384.06
GG	342+20.62	1.71	383.99	384.01
HH	342+30.62	1.71	383.94	383.95
II	342+40.62	1.71	383.89	383.89
☉ Brg. Pier 4	342+49.08	1.71	383.85	383.85
JJ	342+59.07	1.71	383.80	383.81
KK	342+69.07	1.71	383.75	383.77
LL	342+79.06	1.71	383.70	383.73
MM	342+89.06	1.71	383.65	383.69
NN	342+99.05	1.71	383.60	383.64
OO	343+09.05	1.71	383.55	383.58
PP	343+19.05	1.71	383.50	383.52
☉ Brg. W. Abut.	343+28.26	1.71	383.45	383.45
Bk. W. Abut.	343+32.05	1.71	383.43	383.43

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	338+63.06	9.13	383.49	383.49
☉ Brg. E. Abut.	338+66.61	9.13	383.51	383.51
A	338+76.58	9.13	383.56	383.58
B	338+86.56	9.13	383.61	383.64
C	338+96.54	9.13	383.66	383.70
D	339+06.51	9.13	383.71	383.75
E	339+16.49	9.13	383.76	383.79
F	339+26.46	9.13	383.81	383.82
G	339+36.44	9.13	383.86	383.86
☉ Brg. Pier 1	339+41.55	9.13	383.89	383.89
H	339+51.53	9.13	383.94	383.94
I	339+61.50	9.13	383.99	384.00
J	339+71.48	9.13	384.04	384.06
K	339+81.46	9.13	384.09	384.11
L	339+91.43	9.13	384.14	384.16
M	340+01.41	9.13	384.19	384.20
N	340+11.38	9.13	384.24	384.25
O	340+21.36	9.13	384.28	384.29
P	340+31.34	9.13	384.33	384.33
☉ Brg. Pier 2	340+36.97	9.13	384.36	384.36
Q	340+46.95	9.13	384.41	384.43
R	340+56.92	9.13	384.46	384.50
S	340+66.90	9.13	384.50	384.56
T	340+76.88	9.13	384.53	384.61
U	340+86.85	9.13	384.56	384.64
V	340+96.83	9.13	384.57	384.65
W	341+06.80	9.13	384.58	384.65
X	341+16.78	9.13	384.58	384.63
Y	341+26.76	9.13	384.57	384.60
Z	341+36.73	9.13	384.55	384.56
☉ Brg. Pier 3	341+46.67	9.13	384.52	384.52
AA	341+56.64	9.13	384.49	384.49
BB	341+66.62	9.13	384.44	384.45
CC	341+76.59	9.13	384.40	384.41
DD	341+86.57	9.13	384.35	384.37
EE	341+96.55	9.13	384.30	384.33
FF	342+06.52	9.13	384.25	384.27
GG	342+16.50	9.13	384.20	384.22
HH	342+26.47	9.13	384.15	384.16
II	342+36.45	9.13	384.10	384.10
☉ Brg. Pier 4	342+44.83	9.13	384.05	384.05
JJ	342+54.81	9.13	384.00	384.01
KK	342+64.79	9.13	383.95	383.98
LL	342+74.76	9.13	383.90	383.94
MM	342+84.74	9.13	383.85	383.90
NN	342+94.71	9.13	383.80	383.85
OO	343+04.69	9.13	383.75	383.79
PP	343+14.67	9.13	383.70	383.73
☉ Brg. W. Abut.	343+23.81	9.13	383.66	383.66
Bk. W. Abut.	343+27.59	9.13	383.64	383.64



USER NAME =	DESIGNED - JAD	REVISED -
	CHECKED - DGL	REVISED -
PLOT SCALE =	DRAWN - JAD	REVISED -
PLOT DATE =	CHECKED - DGL	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 039-0075 (E.B.)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	66
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

**GIRDER 6E**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	338+59.77	16.54	383.66	383.66
⊕ Brg. E. Abut.	338+63.31	16.54	383.68	383.68
A	338+73.27	16.54	383.73	383.75
B	338+83.23	16.54	383.78	383.82
C	338+93.18	16.54	383.83	383.88
D	339+03.14	16.54	383.88	383.92
E	339+13.10	16.54	383.93	383.96
F	339+23.05	16.54	383.98	384.00
G	339+33.01	16.54	384.03	384.03
⊕ Brg. Pier 1	339+38.08	16.54	384.05	384.05
H	339+48.04	16.54	384.10	384.11
I	339+57.99	16.54	384.15	384.17
J	339+67.95	16.54	384.20	384.23
K	339+77.91	16.54	384.25	384.29
L	339+87.86	16.54	384.30	384.34
M	339+97.82	16.54	384.35	384.38
N	340+07.78	16.54	384.40	384.42
O	340+17.73	16.54	384.45	384.46
P	340+27.69	16.54	384.50	384.50
⊕ Brg. Pier 2	340+33.27	16.54	384.53	384.53
Q	340+43.23	16.54	384.58	384.60
R	340+53.18	16.54	384.63	384.67
S	340+63.14	16.54	384.67	384.74
T	340+73.10	16.54	384.71	384.79
U	340+83.05	16.54	384.73	384.83
V	340+93.01	16.54	384.75	384.85
W	341+02.97	16.54	384.76	384.85
X	341+12.92	16.54	384.76	384.83
Y	341+22.88	16.54	384.76	384.80
Z	341+32.84	16.54	384.74	384.76
⊕ Brg. Pier 3	341+42.69	16.54	384.72	384.72
AA	341+52.65	16.54	384.69	384.69
BB	341+62.61	16.54	384.65	384.66
CC	341+72.56	16.54	384.60	384.63
DD	341+82.52	16.54	384.55	384.59
EE	341+92.48	16.54	384.50	384.54
FF	342+02.43	16.54	384.45	384.49
GG	342+12.39	16.54	384.40	384.43
HH	342+22.35	16.54	384.35	384.37
II	342+32.30	16.54	384.30	384.31
⊕ Brg. Pier 4	342+40.61	16.54	384.26	384.26
JJ	342+50.57	16.54	384.21	384.22
KK	342+60.52	16.54	384.16	384.19
LL	342+70.48	16.54	384.11	384.16
MM	342+80.44	16.54	384.06	384.12
NN	342+90.39	16.54	384.01	384.07
OO	343+00.35	16.54	383.96	384.01
PP	343+10.31	16.54	383.91	383.94
⊕ Brg. W. Abut.	343+19.38	16.54	383.87	383.87
Bk. W. Abut.	343+23.15	16.54	383.85	383.85



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 720 Olive, Suite 1000  
 St. Louis, MO 63101  
 Tel: 314.588.5581  
 Fax: 314.588.9905

USER NAME =  
 PLOT SCALE =  
 PLOT DATE =

DESIGNED - JAD  
 CHECKED - DGL  
 DRAWN - JAD  
 CHECKED - DGL

REVISED -  
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
 STRUCTURE NO. 039-0075 (E.B.)**

SHEET NO. 8 OF 53 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	67
CONTRACT NO. 78056			ILLINOIS FED. AID PROJECT	

**SOUTH EDGE OF SHOULDER**

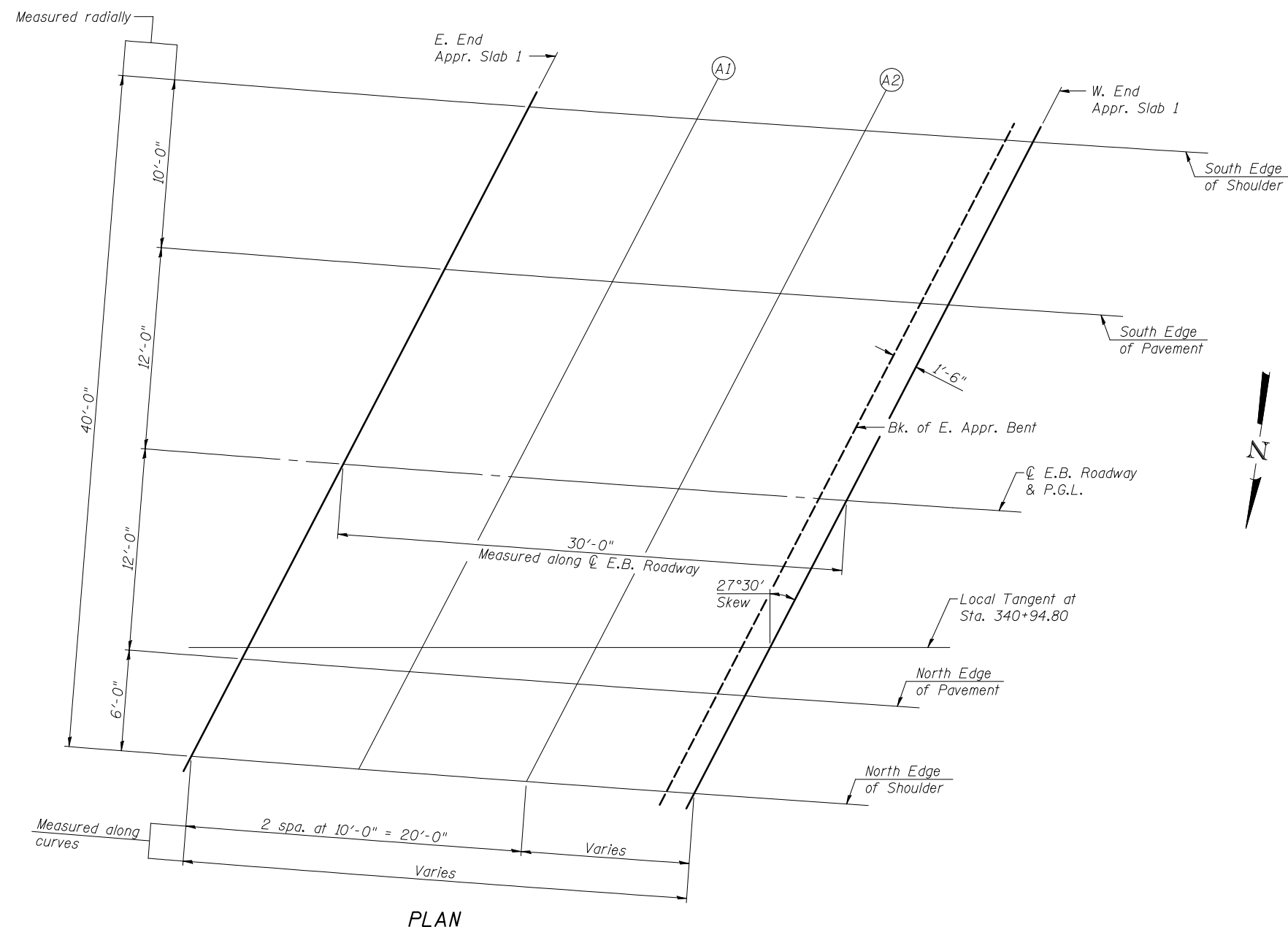
Location	Station	Offset	Theoretical Grade Elevations
E. End Appr. Slab 1	338+17.14	-22.00	382.49
A1	338+27.19	-22.00	382.54
A2	338+37.25	-22.00	382.59
W. End Appr. Slab 1	338+47.35	-22.00	382.64

**SOUTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
E. End Appr. Slab 1	338+12.82	-12.00	382.72
A1	338+22.85	-12.00	382.77
A2	338+32.88	-12.00	382.81
W. End Appr. Slab 1	338+42.93	-12.00	382.86

**☉ E.B. ROADWAY & P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations
E. End Appr. Slab 1	338+07.67	0.00	383.00
A1	338+17.67	0.00	383.04
A2	338+27.67	0.00	383.09
W. End Appr. Slab 1	338+37.67	0.00	383.14



**NORTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
E. End Appr. Slab 1	338+02.56	12.00	383.28
A1	338+12.53	12.00	383.32
A2	338+22.49	12.00	383.36
W. End Appr. Slab 1	338+32.44	12.00	383.41

**NORTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
E. End Appr. Slab 1	338+00.01	18.00	383.42
A1	338+09.97	18.00	383.46
A2	338+19.92	18.00	383.50
W. End Appr. Slab 1	338+29.85	18.00	383.55

**PLAN**

**SOUTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
E. End Appr. Slab 2	338+47.35	-22.00	382.64
A3	338+57.40	-22.00	382.69
A4	338+67.46	-22.00	382.74
W. End Appr. Slab 2	338+77.55	-22.00	382.79

**SOUTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
E. End Appr. Slab 2	338+42.93	-12.00	382.86
A3	338+52.96	-12.00	382.91
A4	338+63.00	-12.00	382.97
W. End Appr. Slab 2	338+73.04	-12.00	383.02

**☉ E.B. ROADWAY & P.G.L.**

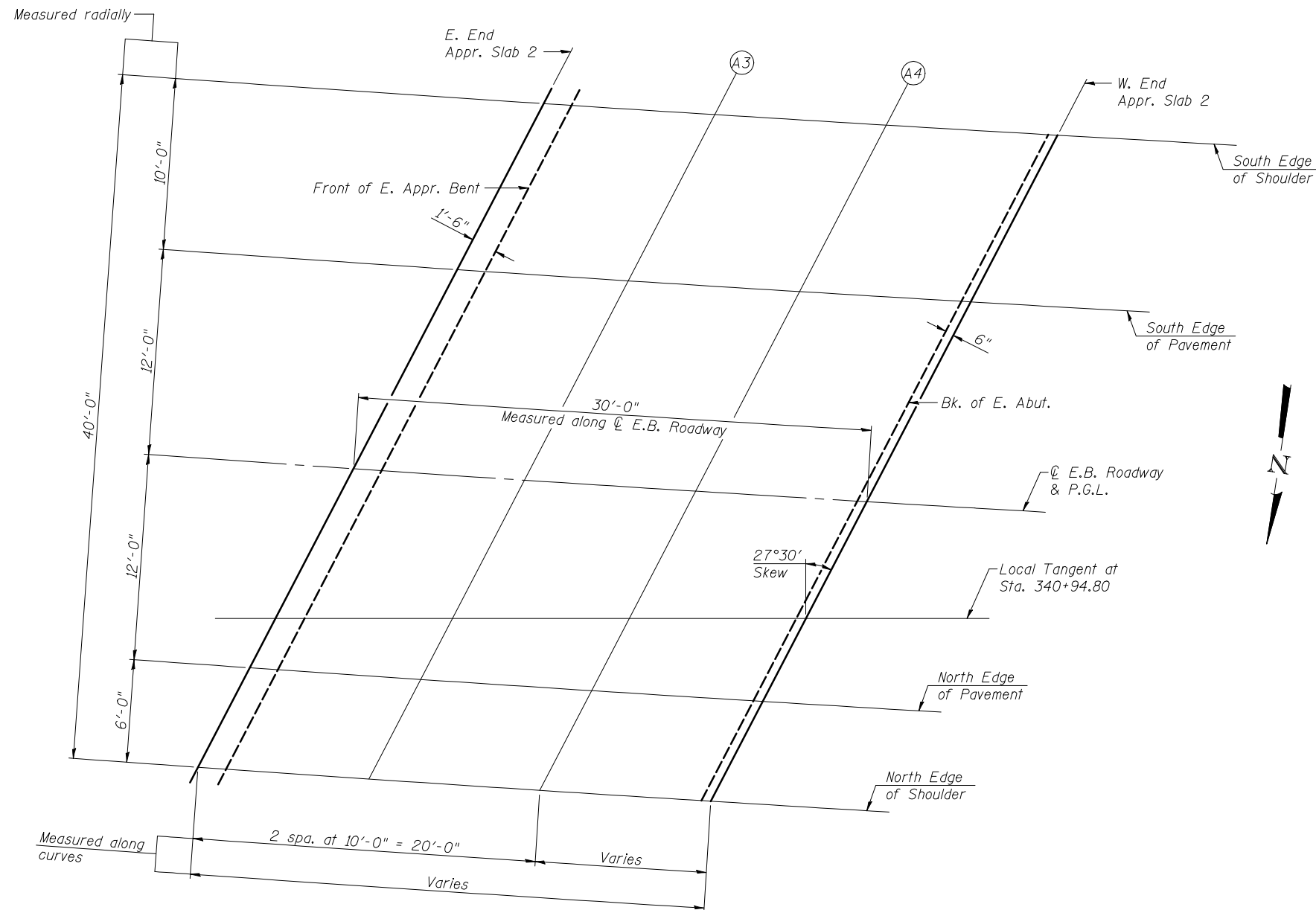
Location	Station	Offset	Theoretical Grade Elevations
E. End Appr. Slab 2	338+37.67	0.00	383.14
A3	338+47.67	0.00	383.19
A4	338+57.67	0.00	383.24
W. End Appr. Slab 2	338+67.67	0.00	383.29

**NORTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
E. End Appr. Slab 2	338+32.44	12.00	383.41
A3	338+42.41	12.00	383.46
A4	338+52.38	12.00	383.51
W. End Appr. Slab 2	338+62.33	12.00	383.56

**NORTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
E. End Appr. Slab 2	338+29.85	18.00	383.55
A3	338+39.80	18.00	383.60
A4	338+49.75	18.00	383.65
W. End Appr. Slab 2	338+59.67	18.00	383.70



**PLAN**

**SOUTH EDGE OF SHOULDER**

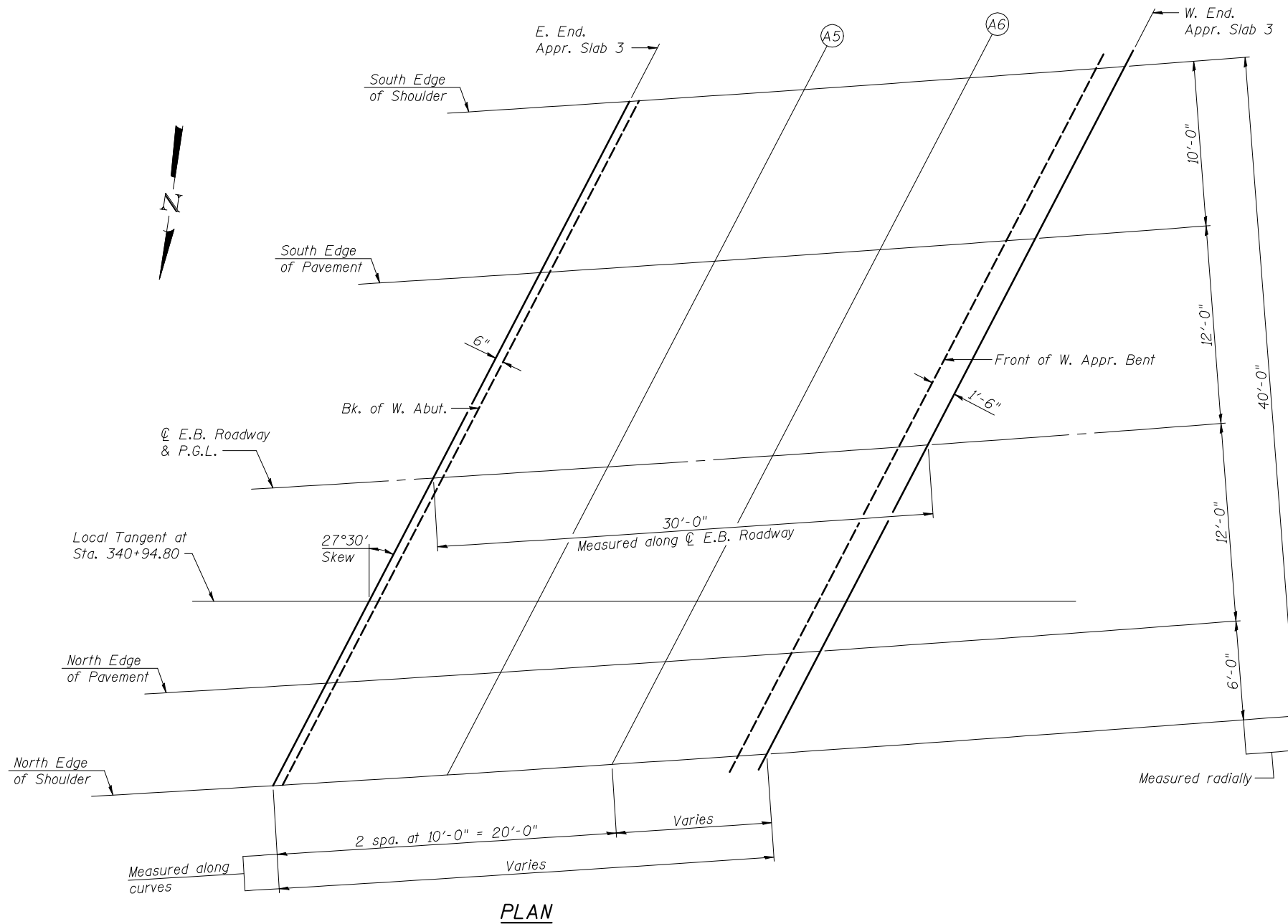
Location	Station	Offset	Theoretical Grade Elevations
E. End. Appr. Slab 3	343+45.86	-22.00	382.77
A5	343+55.92	-22.00	382.72
A6	343+65.98	-22.00	382.67
W. End. Appr. Slab 3	343+76.11	-22.00	382.62

**SOUTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
E. End. Appr. Slab 3	343+39.77	-12.00	383.05
A5	343+49.80	-12.00	383.00
A6	343+59.83	-12.00	382.95
W. End. Appr. Slab 3	343+69.90	-12.00	382.90

**☉ E.B. ROADWAY & P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations
E. End. Appr. Slab 3	343+32.50	0.00	383.39
A5	343+42.50	0.00	383.34
A6	343+52.50	0.00	383.29
W. End. Appr. Slab 3	343+62.50	0.00	383.24



**NORTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
E. End. Appr. Slab 3	343+25.29	12.00	383.72
A5	343+35.25	12.00	383.67
A6	343+45.22	12.00	383.62
W. End. Appr. Slab 3	343+55.16	12.00	383.57

**NORTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
E. End. Appr. Slab 3	343+21.70	18.00	383.89
A5	343+31.65	18.00	383.84
A6	343+41.61	18.00	383.79
W. End. Appr. Slab 3	343+51.51	18.00	383.74

**PLAN**



USER NAME =	DESIGNED - JAD	REVISED -
	CHECKED - DGL	REVISED -
PLOT SCALE =	DRAWN - MAG	REVISED -
PLOT DATE =	CHECKED - JAD	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB 3 ELEVATIONS  
STRUCTURE NO. 039-0075 (E.B.)**

SHEET NO. 11 OF 53 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	70
CONTRACT NO. 78056				

ILLINOIS FED. AID PROJECT

**SOUTH EDGE OF SHOULDER**

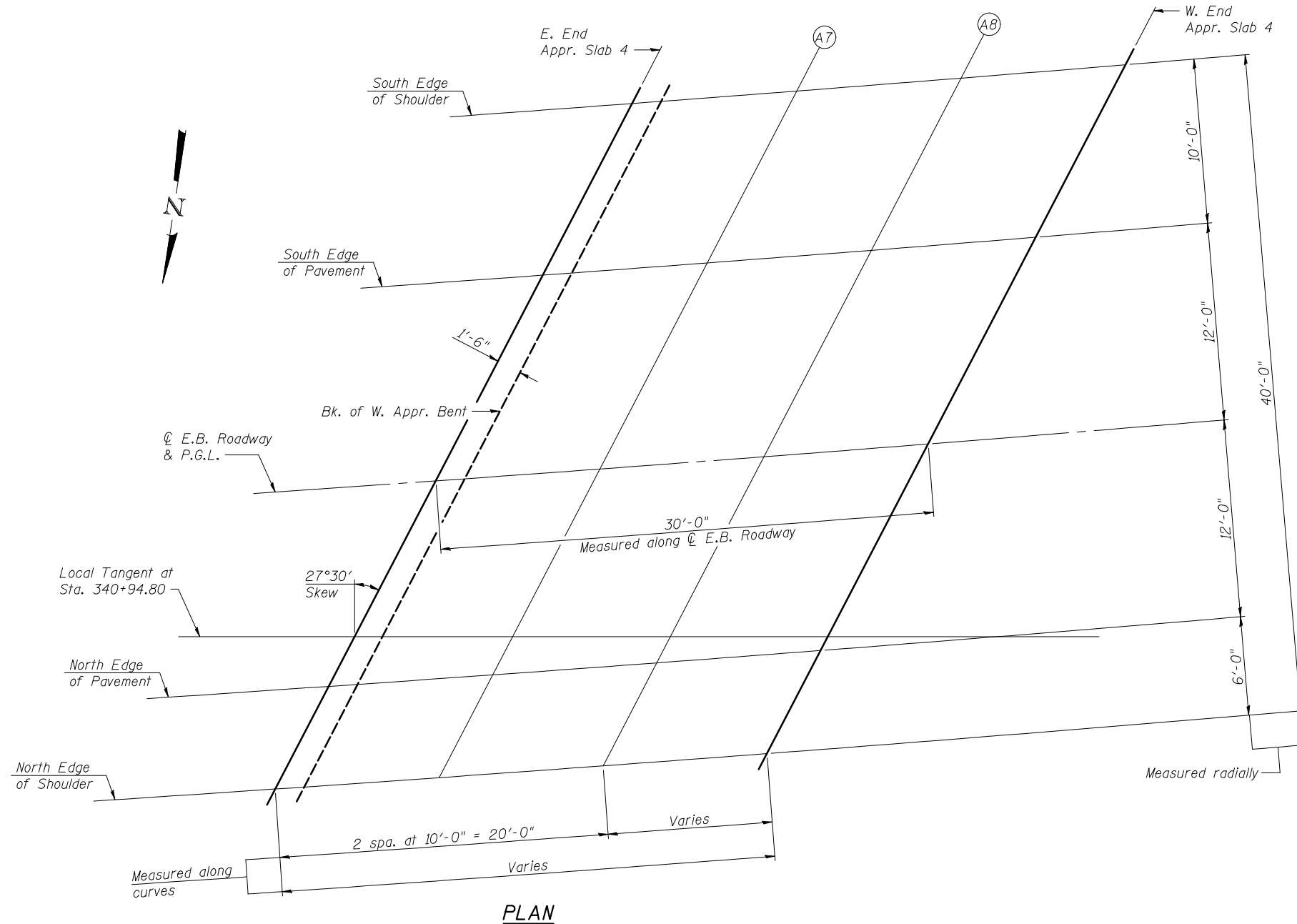
Location	Station	Offset	Theoretical Grade Elevations
E. End Appr. Slab 4	343+76.11	-22.00	382.62
A7	343+86.16	-22.00	382.57
A8	343+96.22	-22.00	382.52
W. End Appr. Slab 4	344+06.38	-22.00	382.48

**SOUTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
E. End Appr. Slab 4	343+69.90	-12.00	382.90
A7	343+79.93	-12.00	382.85
A8	343+89.96	-12.00	382.80
W. End Appr. Slab 4	344+00.03	-12.00	382.75

**☉ E.B. ROADWAY & P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations
E. End Appr. Slab 4	343+62.50	0.00	383.24
A7	343+72.50	0.00	383.19
A8	343+82.50	0.00	383.14
W. End Appr. Slab 4	343+92.50	0.00	383.09



**NORTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
E. End Appr. Slab 4	343+55.16	12.00	383.57
A7	343+65.13	12.00	383.52
A8	343+75.09	12.00	383.47
W. End Appr. Slab 4	343+85.03	12.00	383.42

**NORTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
E. End Appr. Slab 4	343+51.51	18.00	383.74
A7	343+61.46	18.00	383.69
A8	343+71.41	18.00	383.64
W. End Appr. Slab 4	343+81.31	18.00	383.59

**PLAN**



USER NAME =	DESIGNED - JAD	REVISED -
	CHECKED - DGL	REVISED -
PLOT SCALE =	DRAWN - MAG	REVISED -
PLOT DATE =	CHECKED - JAD	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

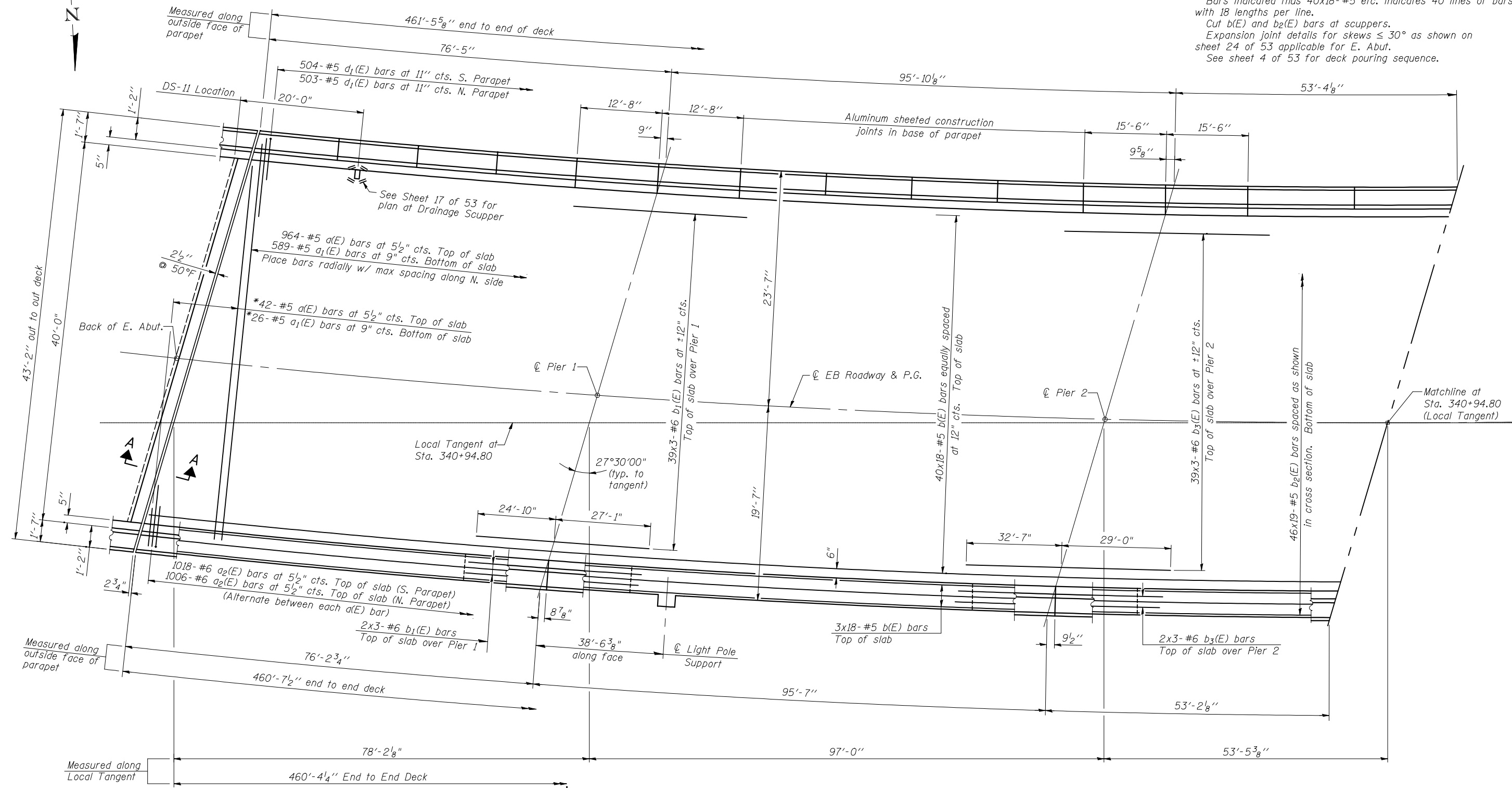
**TOP OF APPROACH SLAB 4 ELEVATIONS  
STRUCTURE NO. 039-0075 (E.B.)**

SHEET NO. 12 OF 53 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	71
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

\*Order 21 a(E) bars and 13 a<sub>1</sub>(E) bars, all full length. Cut to fit skew and use remainder at opposite side in the same end.

Notes:  
 See Sheet 16 of 53 for parapet reinforcement.  
 See Sheet 17 of 53 for Section A-A, Section through parapet and Bill of Material.  
 See Sheet 25 of 53 for scupper details.  
 Bars indicated thus 40x18-#5 etc. indicates 40 lines of bars with 18 lengths per line.  
 Cut b(E) and b<sub>2</sub>(E) bars at scuppers.  
 Expansion joint details for skews ≤ 30° as shown on sheet 24 of 53 applicable for E. Abut.  
 See sheet 4 of 53 for deck pouring sequence.



**PARTIAL PLAN**

**MINIMUM BAR LAP**

#5 bar = 2'-7"  
 #6 bar = 3'-1" (for bars over piers)  
 #6 bar = 4'-5" (for bars at ends of deck)

**CB** Coombe-Bloxdorf P.C.  
 - CIVIL ENGINEERS -  
 - STRUCTURAL ENGINEERS -  
 - LAND SURVEYORS -  
 Design Firm License No. 184-002703

FILE NAME =	USER NAME = *USER*	DESIGNED - GB	REVISED -
*FILEL#		CHECKED - MCB	REVISED -
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CB PROJECT NO. 08024-2	PLOT DATE = *DATE*	CHECKED - CME	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE  
 STRUCTURE NO. 039-0075 (EB)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	72
CONTRACT NO. 78056				

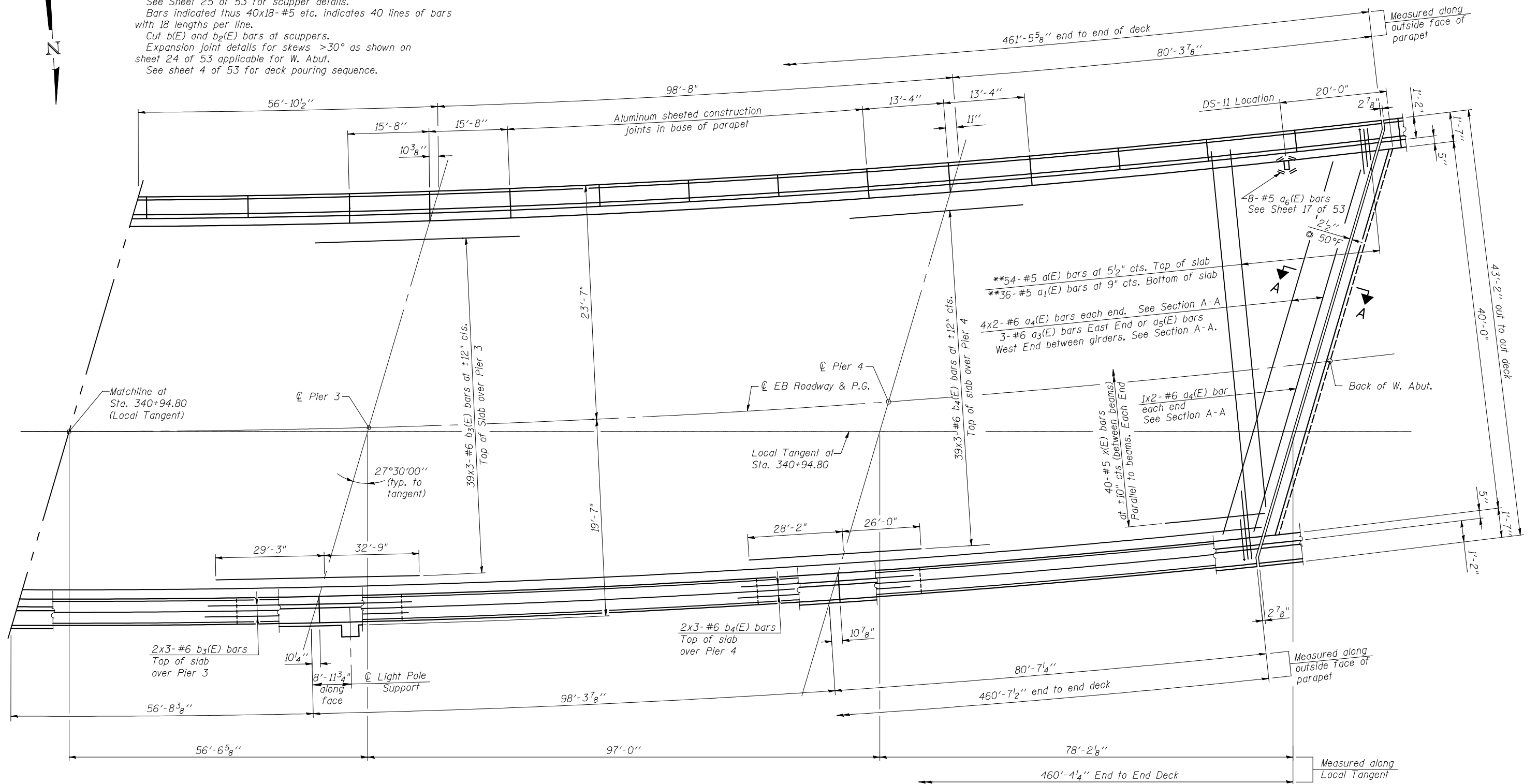
SHEET NO. 13 OF 53 SHEETS

ILLINOIS FED. AID PROJECT



Notes:  
 See Sheet 16 of 53 for parapet reinforcement.  
 See Sheet 17 of 53 for Section A-A, Section through parapet and Bill of Material.  
 See Sheet 25 of 53 for scupper details.  
 Bars indicated thus 40x18-#5 etc. indicates 40 lines of bars with 18 lengths per line.  
 Cut b(E) and b<sub>2</sub>(E) bars at scuppers.  
 Expansion joint details for skews >30° as shown on sheet 24 of 53 applicable for W. Abut.  
 See sheet 4 of 53 for deck pouring sequence.

\*\*Order 27 a(E) bars and 18 a<sub>1</sub>(E) bars, all full length. Cut to fit skew and use remainder at opposite side in the same end.



**PARTIAL PLAN**

**MINIMUM BAR LAP**

- #5 bar = 2'-7"
- #6 bar = 3'-1" (for bars over piers)
- #6 bar = 4'-5" (for bars at ends of deck)

**CB Coombe-Bloxdorf P.C.**  
 - CIVIL ENGINEERS-  
 - STRUCTURAL ENGINEERS-  
 - LAND SURVEYORS-  
 Design Firm License No. 184-002703

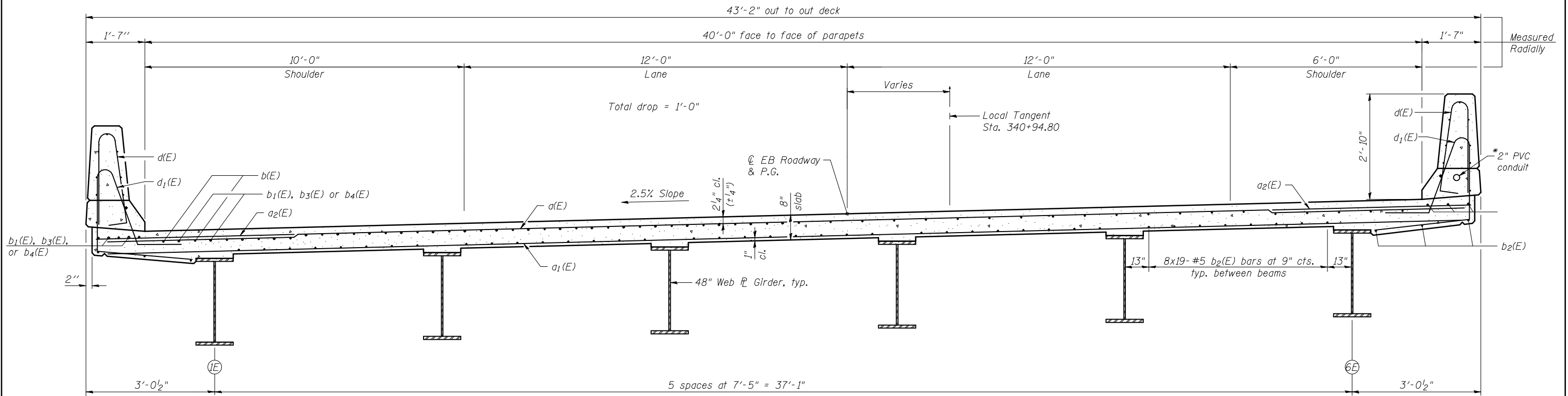
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CB PROJECT NO. 08024-2	PLOT DATE = *DATE*	CHECKED - CME	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE  
 STRUCTURE NO. 039-0075 (EB)**  
 SHEET NO. 14 OF 53 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	73
CONTRACT NO. 78056				

ILLINOIS FED. AID PROJECT

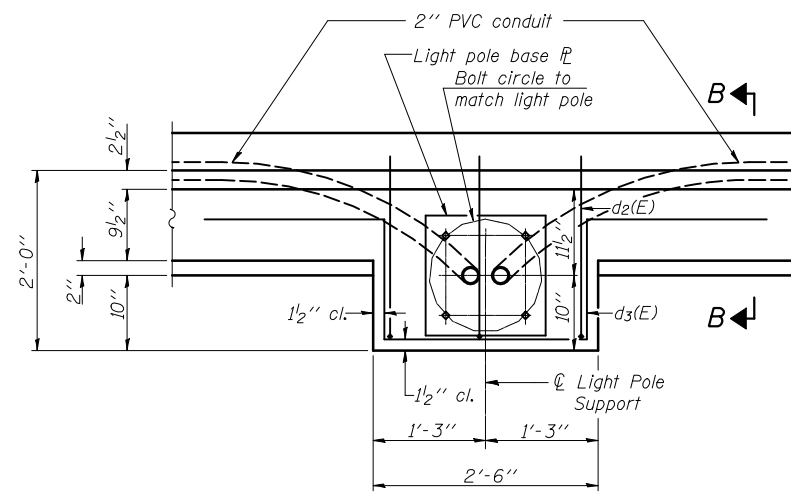


NEAR PIER

NEAR MIDSPAN

CROSS SECTION  
(Looking West)

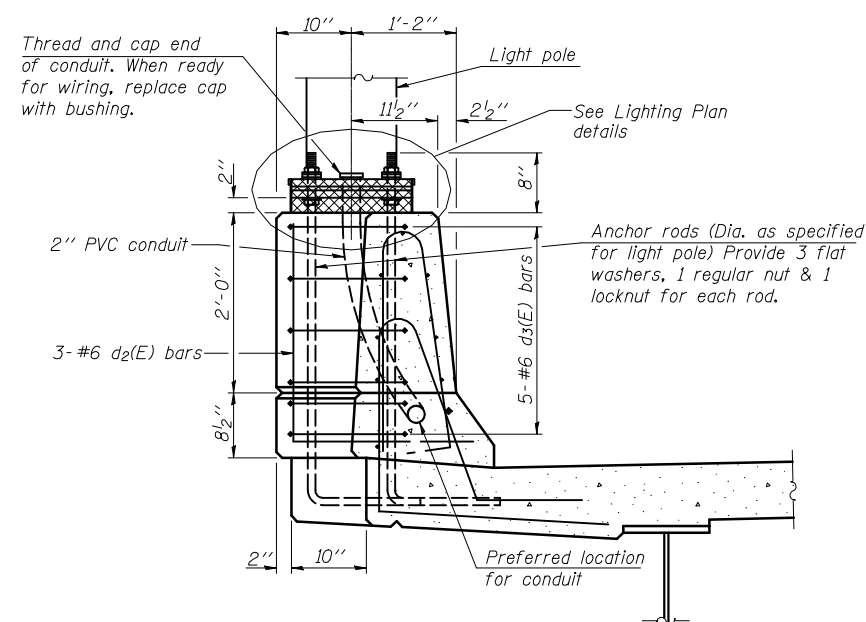
\*Conduit shall have a minimum clearance of 1/2" from all reinforcement



PLAN

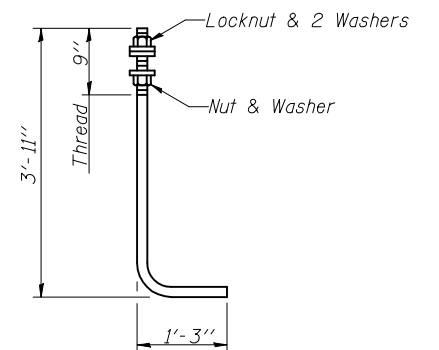
Notes:  
Cost of anchor rods is included with Concrete Superstructure.  
Conduit is paid for as Conduit Embedded in Structure, 2" PVC.  
See Lighting Plan.

LIGHT POLE DETAIL



SECTION B-B

(two locations)  
See Lighting Plan Details for dimensions and requirements not shown.



ANCHOR ROD

Diameter as specified for light poles.  
(ASTM F 1554 Grade 105)

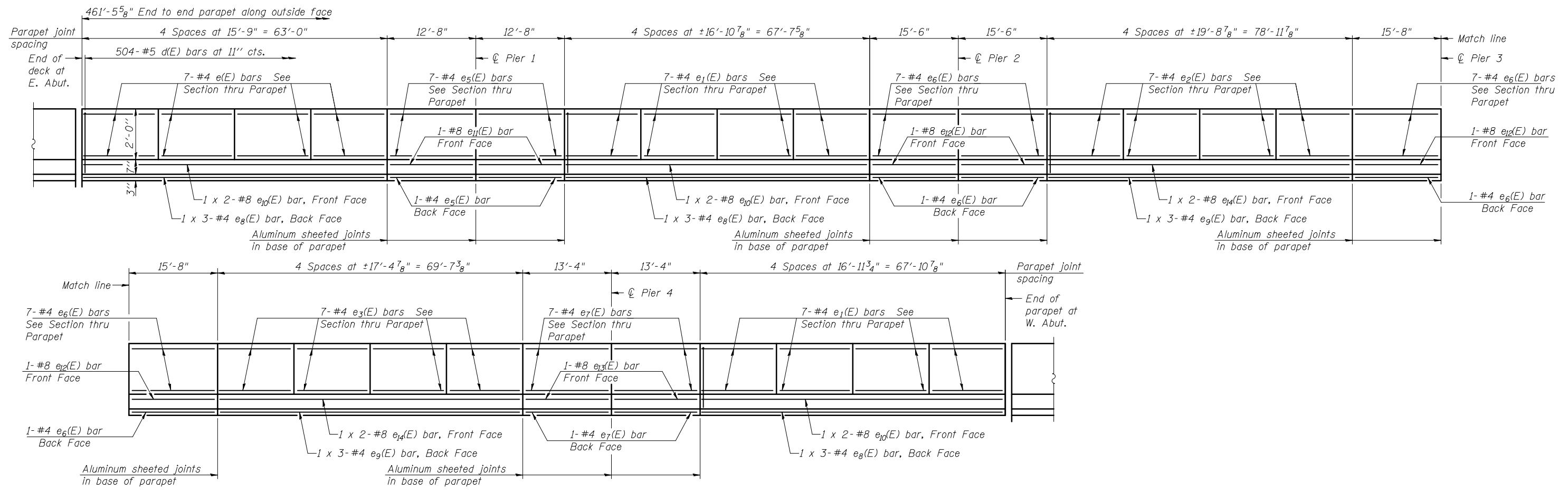
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

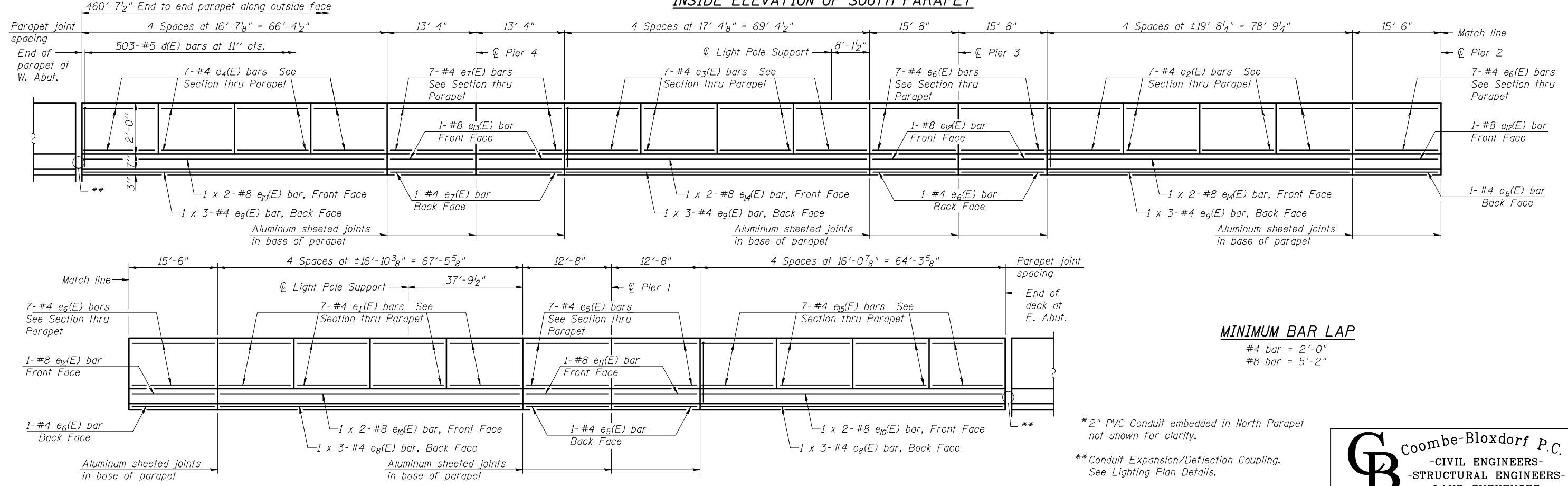
SUPERSTRUCTURE DETAILS  
STRUCTURE NO. 039-0075 (EB)

SHEET NO. 15 OF 53 SHEETS

		Coombe-Bloxdorf P.C. - CIVIL ENGINEERS - - STRUCTURAL ENGINEERS - - LAND SURVEYORS - Design Firm License No. 184-002703		
		F.A.P. RTE.	SECTION	COUNTY
331	(12-1)B-1	JACKSON	200	74
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				



**INSIDE ELEVATION OF SOUTH PARAPET**



**INSIDE ELEVATION OF NORTH PARAPET\***

**MINIMUM BAR LAP**  
 #4 bar = 2'-0"  
 #8 bar = 5'-2"

\*2" PVC Conduit embedded in North Parapet not shown for clarity.  
 \*\* Conduit Expansion/Deflection Coupling. See Lighting Plan Details.

FILE NAME =  
 \*FILEL\*

USER NAME = \*USER\*  
 PLOT SCALE = \*SCALE\*  
 PLOT DATE = \*DATE\*

DESIGNED - GB  
 CHECKED - MCB  
 DRAWN - MML  
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

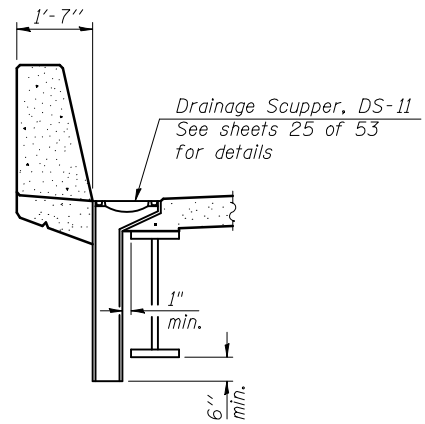
**SUPERSTRUCTURE DETAILS  
 STRUCTURE NO. 039-0075 (EB)**

SHEET NO. 16 OF 53 SHEETS

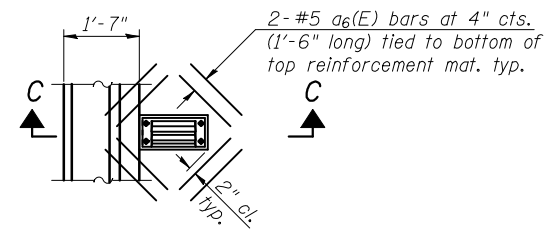
**CB Coombe-Bloxdorf P.C.**  
 - CIVIL ENGINEERS -  
 - STRUCTURAL ENGINEERS -  
 - LAND SURVEYORS -  
 Design Firm License No. 184-002703

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	75

CONTRACT NO. 78056  
 ILLINOIS FED. AID PROJECT

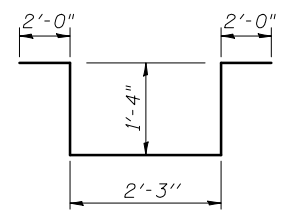


**SECTION C-C**  
(At SE and SW Corners)

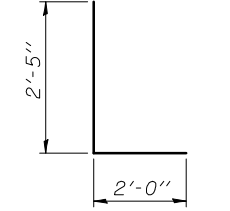


**PLAN AT DRAINAGE SCUPPER**

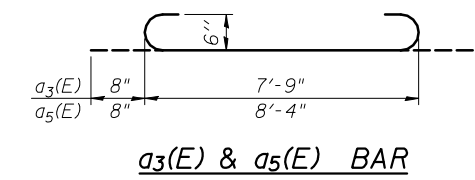
Note:  
Cut longitudinal reinforcement to clear drainage scuppers.



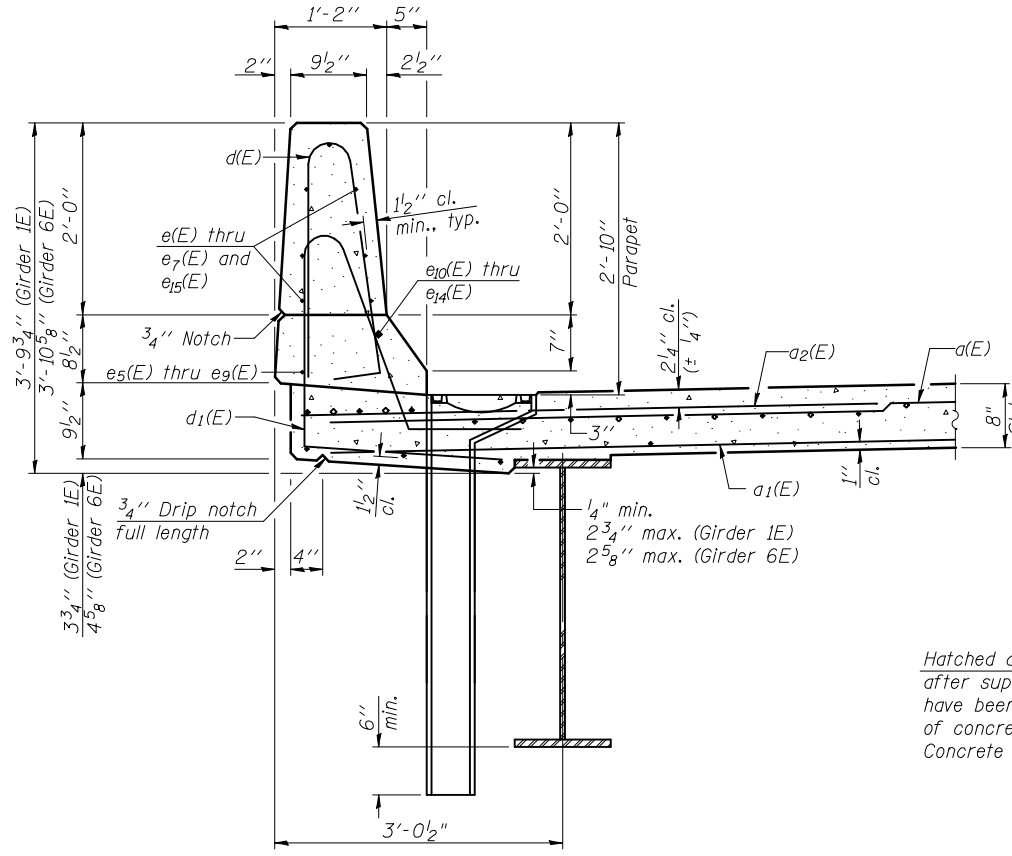
**BAR d3(E)**



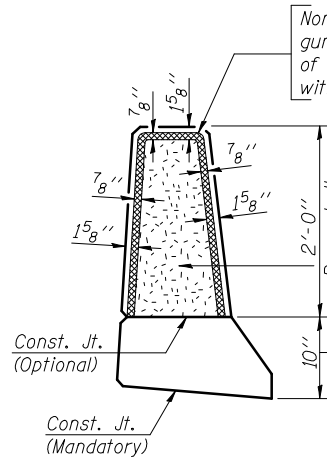
**BAR d2(E)**



**a3(E) & a5(E) BAR**



**SECTION THRU PARAPET**

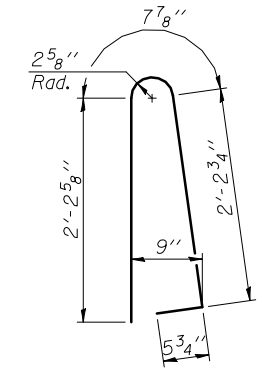
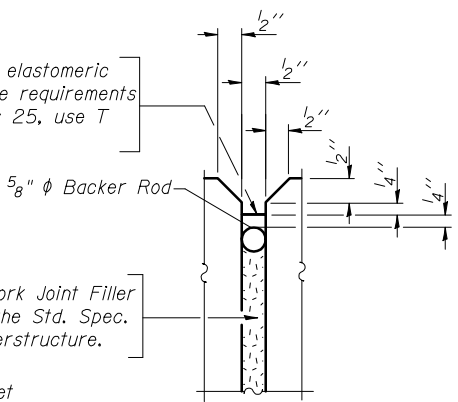


Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25, use T with a 5/8" backer rod.

1/2" Preformed Self-Expanding Cork Joint Filler according to Article 1051.07 of the Std. Spec. Cost included with Concrete Superstructure.

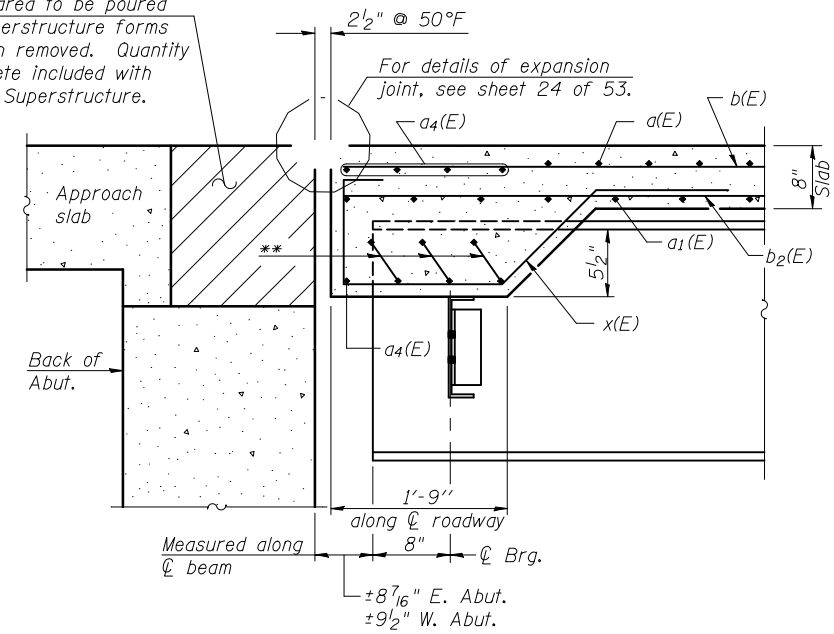
Const. Jts. at Piers 1/8" Aluminum sheet ASTM B 209 alloy 3003-H14 coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure

**PARAPET JOINT DETAILS**



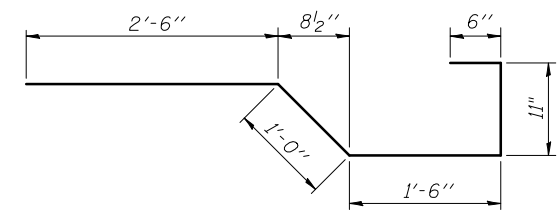
**BAR d(E)**

Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.

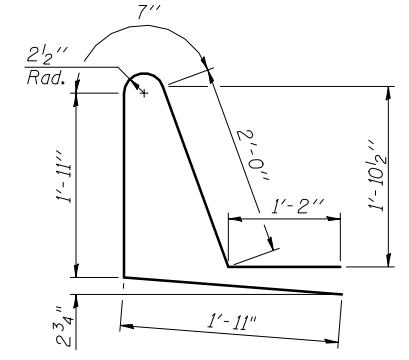


**SECTION A-A**

\*\* a3(E) or a5(E). Tilt hook to miss beam flange.



**BAR x(E)**



**BAR d1(E)**

**SUPERSTRUCTURE BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	1012	#5	42'-6"	—
a1(E)	620	#5	41'-10"	—
a2(E)	2024	#6	6'-6"	—
a3(E)	15	#6	9'-1"	U
a4(E)	20	#6	27'-3"	—
a5(E)	15	#6	9'-8"	U
a6(E)	16	#5	1'-6"	—
b(E)	828	#5	28'-1"	—
b1(E)	129	#6	19'-7"	—
b2(E)	874	#5	26'-9"	—
b3(E)	258	#6	22'-9"	—
b4(E)	129	#6	20'-8"	—
d(E)	1007	#5	5'-7"	U
d1(E)	1007	#5	7'-7"	U
d2(E)	6	#6	4'-5"	L
d3(E)	10	#6	8'-11"	U
e(E)	28	#4	15'-5"	—
e1(E)	84	#4	16'-6"	—
e2(E)	56	#4	19'-5"	—
e3(E)	56	#4	17'-0"	—
e4(E)	28	#4	16'-3"	—
e5(E)	32	#4	12'-4"	—
e6(E)	64	#4	15'-2"	—
e7(E)	32	#4	13'-0"	—
e8(E)	18	#4	23'-10"	—
e9(E)	12	#4	27'-7"	—
e10(E)	12	#8	36'-3"	—
e11(E)	4	#8	12'-4"	—
e12(E)	8	#8	15'-2"	—
e13(E)	4	#8	13'-0"	—
e14(E)	8	#8	41'-11"	—
e15(E)	28	#4	15'-8"	—
x(E)	80	#5	6'-5"	U
Reinforcement Bars, Epoxy Coated	Pound	180,250		
Concrete Superstructure	Cu. Yds.	632.9		

**CB Coombe-Bloxdorf P.C.**  
- CIVIL ENGINEERS -  
- STRUCTURAL ENGINEERS -  
- LAND SURVEYORS -  
Design Firm License No. 184-002703

S-D

7-1-10

FILE NAME =	USER NAME = #USER*	DESIGNED - GB	REVISED -
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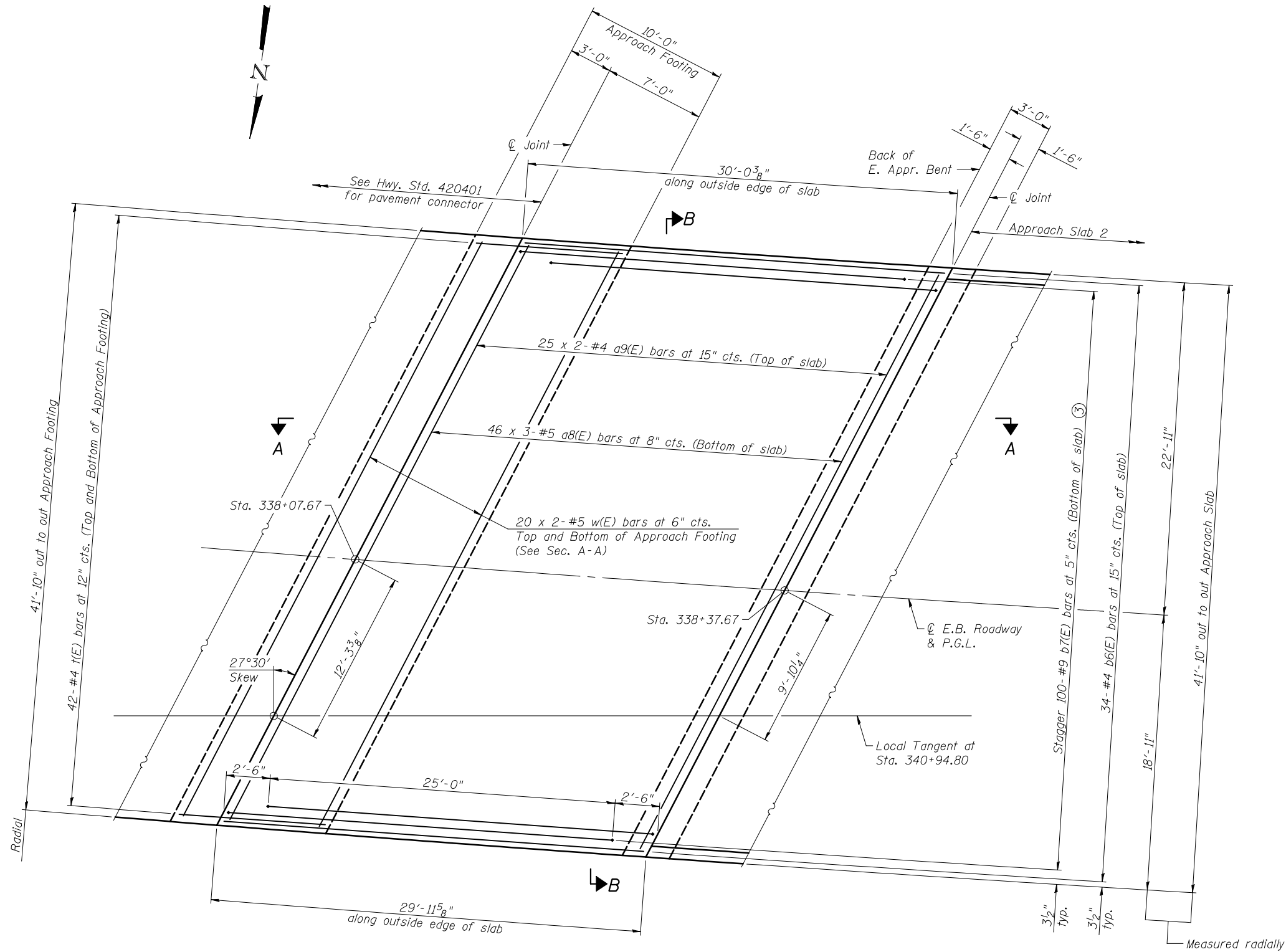
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS**  
**STRUCTURE NO. 039-0075 (E)**

SHEET NO. 17 OF 53 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	76
CONTRACT NO. 78056			ILLINOIS FED. AID PROJECT	

- Notes:  
 ① For Sections A-A and B-B, see sheet 20 of 53.  
 ② a9(E) and a8(E) bar spacings measured along  $\hat{C}$  Roadway.  
 ③ Tilt #9 b7(E) bars as required to maintain clearance.



PLAN

MIN. BAR LAP

#4 bar = 2'-4"  
 #5 bar = 2'-11"



USER NAME =	DESIGNED - MAG	REVISED -
CHECKED - JAD	REVISED -	
PLOT SCALE =	DRAWN - MAG	REVISED -
PLOT DATE =	CHECKED - JAD	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

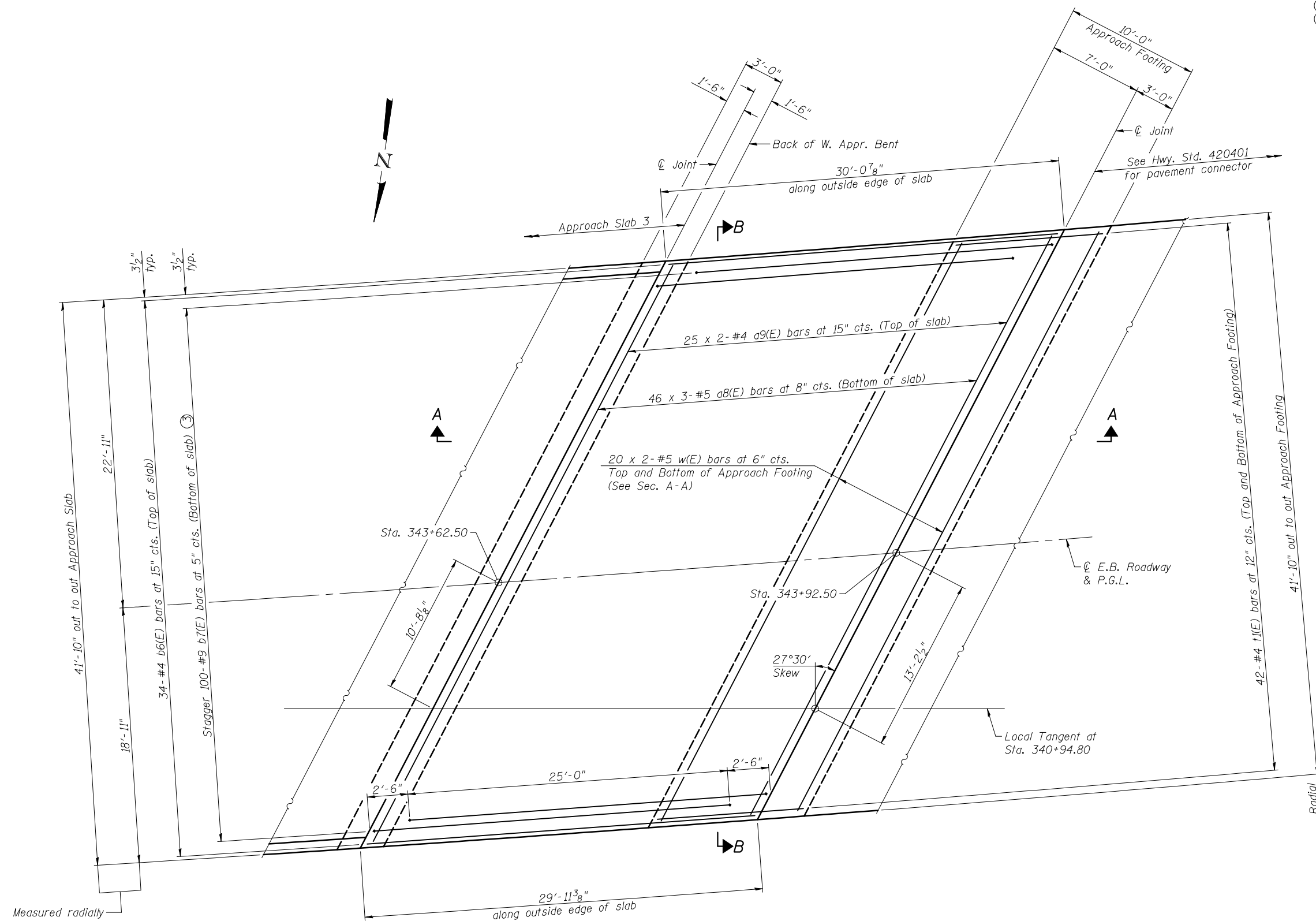
BRIDGE APPROACH SLAB 1 DETAILS  
 STRUCTURE NO. 039-0075 (E.B.)

SHEET NO. 18 OF 53 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	77
CONTRACT NO. 78056				

ILLINOIS FED. AID PROJECT

- Notes:  
 ① For Sections A-A and B-B, see sheet 20 of 53.  
 ② a9(E) and a8(E) bar spacings measured along  $\varnothing$  Roadway.  
 ③ Tilt #9 b7(E) bars as required to maintain clearance.



PLAN

MIN. BAR LAP

#4 bar = 2'-4"  
 #5 bar = 2'-11"



USER NAME =	DESIGNED - MAG	REVISED -
CHECKED - JAD	REVISED -	
PLOT SCALE =	DRAWN - MAG	REVISED -
PLOT DATE =	CHECKED - JAD	REVISED -

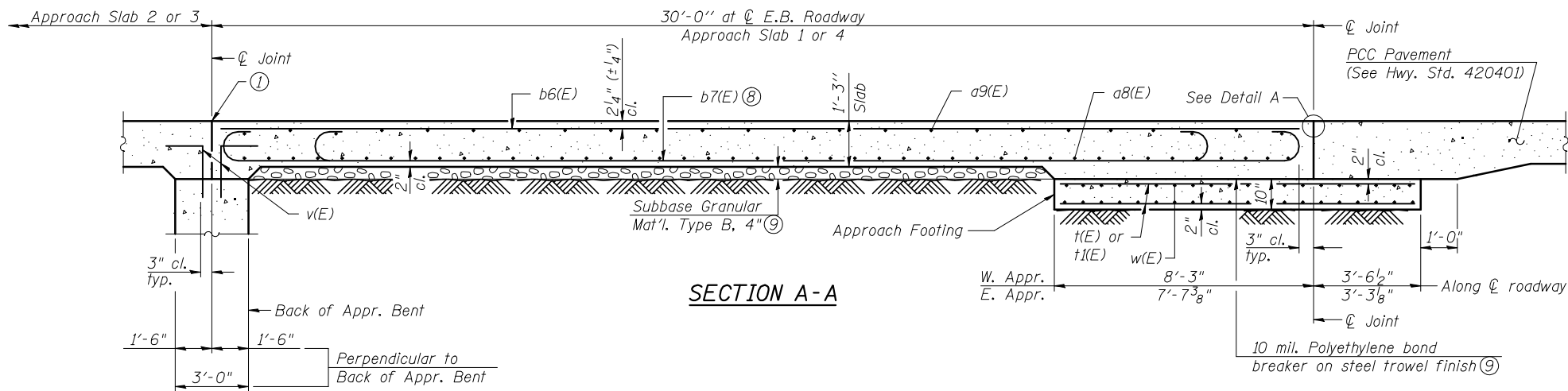
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB 4 DETAILS  
 STRUCTURE NO. 039-0075 (E.B.)

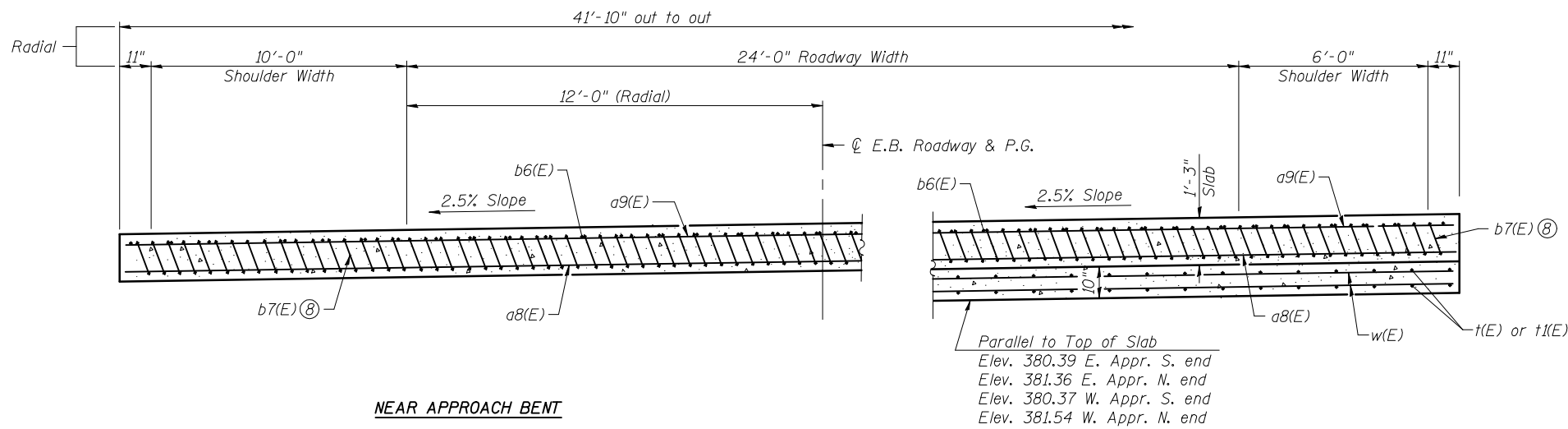
SHEET NO. 19 OF 53 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	78
CONTRACT NO. 78056				

ILLINOIS FED. AID PROJECT



- Notes:
- ① 1/4" x 3/4" formed joint with concrete joint sealer without the backer rod (full width). Cost included with Concrete Superstructure.
  - ② Approach slab shall be paid for as Concrete Superstructure.
  - ③ Approach footing concrete shall be paid for as Concrete Structures.
  - ④ Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
  - ⑤ For v(E) bar details, see sheets 31 and 32 of 53.
  - ⑥ The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
  - ⑦ Cost of excavation for approach footing included with Concrete Structures.
  - ⑧ Tilt #9 b7(E) bars as required to maintain clearance.
  - ⑨ Cost included with Concrete Superstructure.

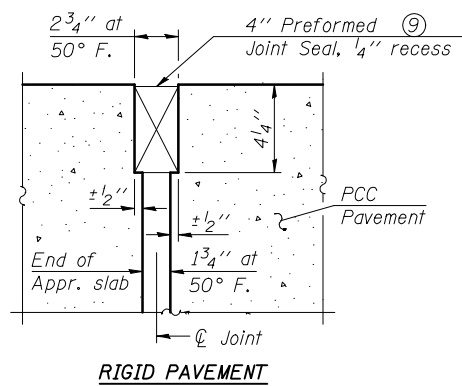


**TWO APPROACHES  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a8(E)	276	#5	18'-4"	—
a9(E)	100	#4	25'-8"	—
b6(E)	68	#4	29'-8"	—
b7(E)	200	#9	29'-9"	⌒
t(E)	84	#4	10'-5"	—
t1(E)	84	#4	11'-5"	—
w(E)	160	#5	26'-0"	—
Concrete Superstructure			Cu. Yd.	117.1
Concrete Structures			Cu. Yd.	29.2
Reinforcement Bars, Epoxy Coated			Pound	34,130

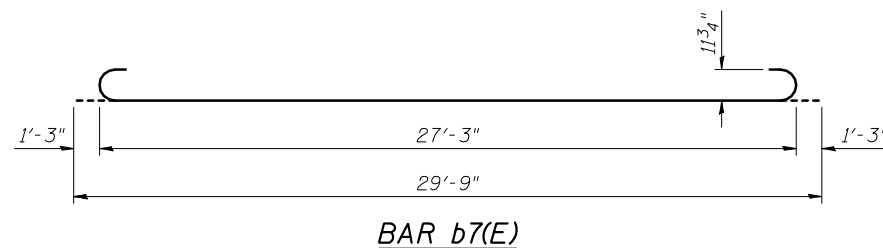
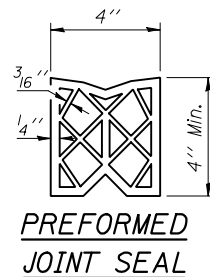
See Note A

Note A: 28,570 lbs. (Superstr.)  
5,560 lbs. (Substr.)



**DETAIL A**

Note:  
Minimum dimensions shown, actual dimensions per manufacturer's recommendation.



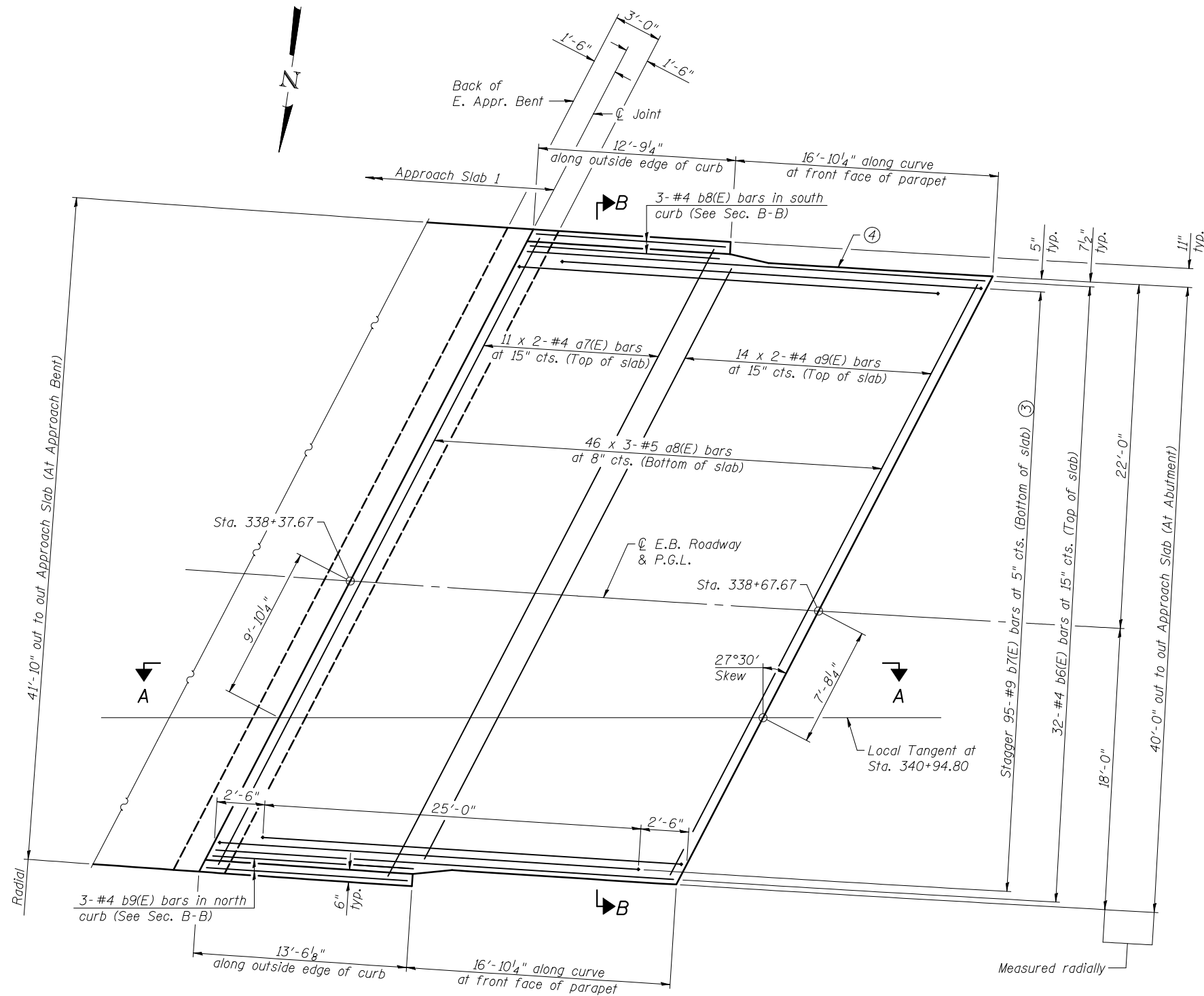
**BAR b7(E)**

**SECTION B-B**

(See Plan for dimensions not shown)  
(Looking West)

**AT APPROACH FOOTING**

- Notes:
- ① For Sections A-A and B-B, see sheet 23 of 53.
  - ② a7(E), a8(E) and a9(E) bar spacings measured along  $\text{C}$  Roadway.
  - ③ Tilt #9 b7(E) bars as required to maintain clearance.
  - ④ Flexible foam expansion joint filler according to Article 1051.09 of the Std. Specifications; full depth of slab, full length of parapet. Typical each parapet. Cost included with Concrete Superstructure.



PLAN

**MIN. BAR LAP**

- #4 bar = 2'-4"
- #5 bar = 2'-11"



USER NAME =	DESIGNED - MAG	REVISED -
CHECKED - JAD	REVISOR -	
PLOT SCALE =	DRAWN - MAG	REVISED -
PLOT DATE =	CHECKED - JAD	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB 2 DETAILS  
STRUCTURE NO. 039-0075 (E.B.)**

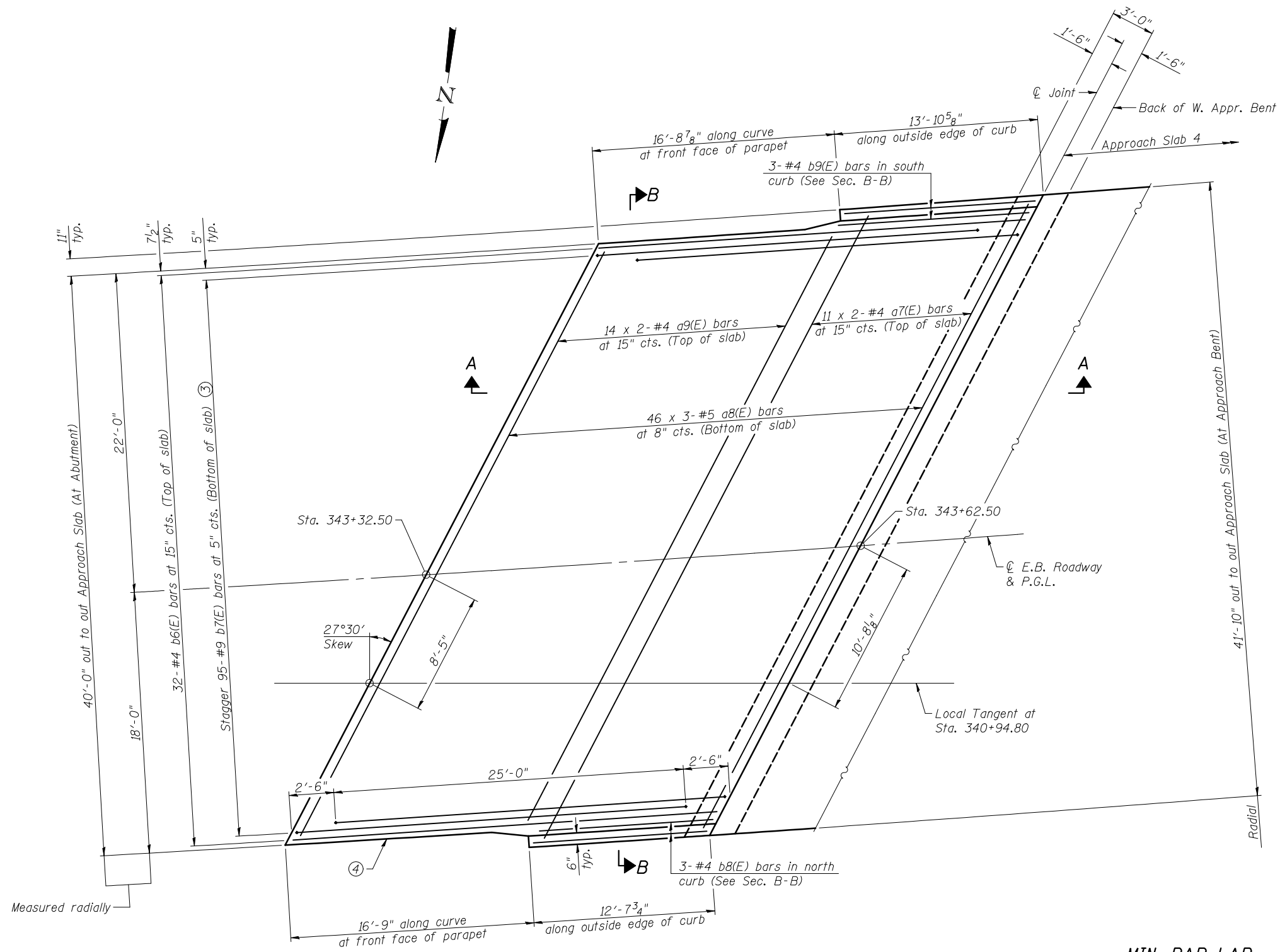
SHEET NO. 21 OF 53 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	80
CONTRACT NO. 78056				

ILLINOIS FED. AID PROJECT



- Notes:
- ① For Sections A-A and B-B, see sheet 23 of 53.
  - ② a7(E), a8(E) and a9(E) bar spacings measured along  $\text{C Roadway}$ .
  - ③ Tilt #9 b7(E) bars as required to maintain clearance.
  - ④ Flexible foam expansion joint filler according to Article 1051.09 of the Std. Specifications; full depth of slab, full length of parapet. Typical each parapet. Cost included with Concrete Superstructure.



PLAN

MIN. BAR LAP

#4 bar = 2'-4"  
#5 bar = 2'-11"

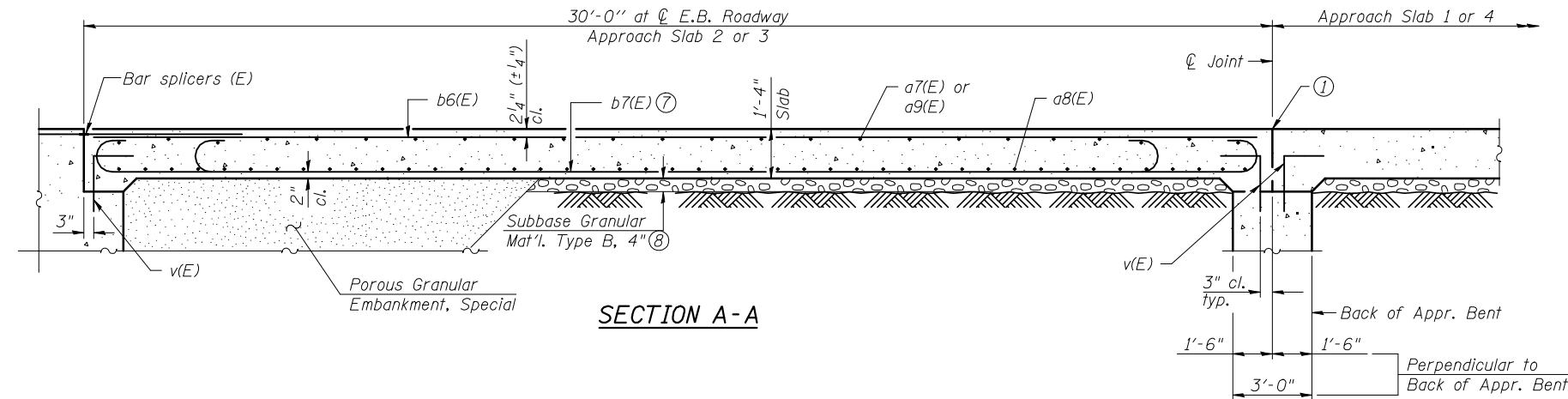


USER NAME =	DESIGNED - MAG	REVISED -
PLOT SCALE =	CHECKED - JAD	REVISED -
PLOT DATE =	DRAWN - MAG	REVISED -
	CHECKED - JAD	REVISED -

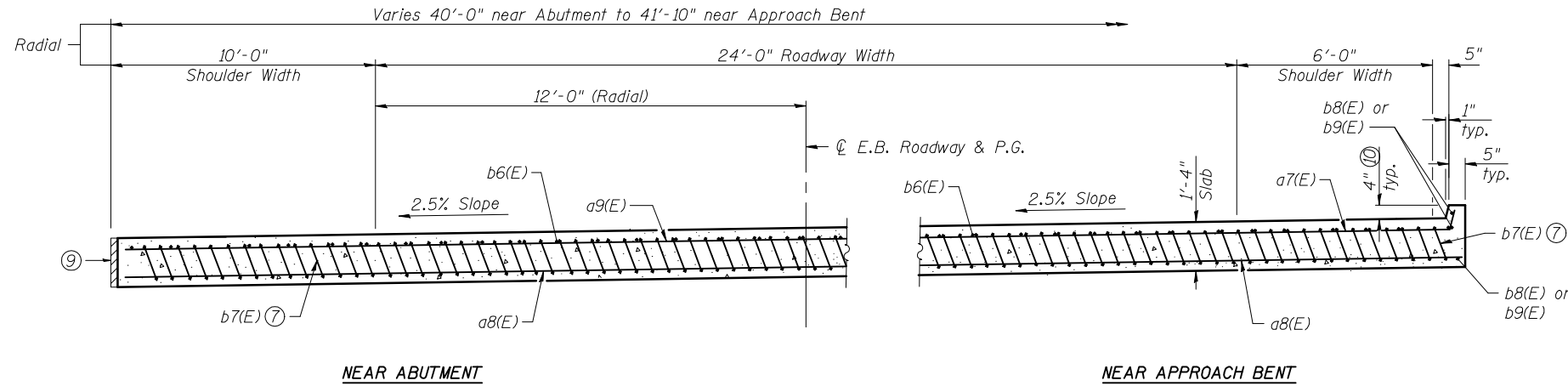
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB 3 DETAILS  
STRUCTURE NO. 039-0075 (E.B.)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	81
CONTRACT NO. 78056				

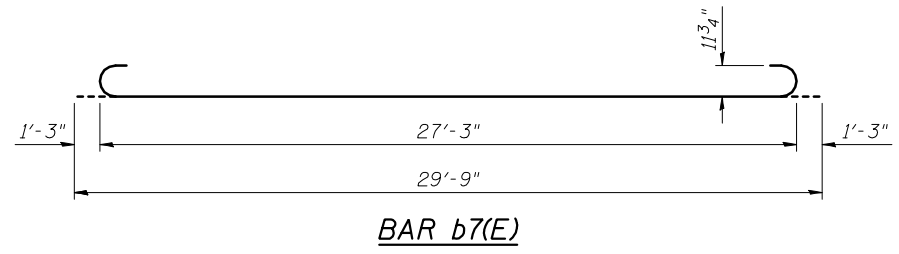
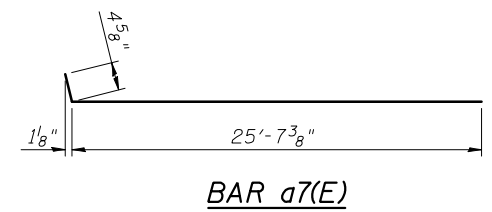


- Notes:
- ① 1/4" x 3/4" formed joint with concrete joint sealer without the backer rod (full width). Cost included with Concrete Superstructure.
  - ② Approach slab shall be paid for as Concrete Superstructure.
  - ③ Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
  - ④ For v(E) bar details, see sheets 31 thru 38 of 53.
  - ⑤ For bar splicer details, see sheet 47 of 53.
  - ⑥ For Porous Granular Embankment, Special and drainage treatment details, see sheet 2 of 53.
  - ⑦ Tilt #9 b7(E) bars as required to maintain clearance.
  - ⑧ Cost included with Concrete Superstructure.
  - ⑨ Flexible foam expansion joint filler. Cost included with Concrete Superstructure. See Plan on sheets 21 and 22 of 53.
  - ⑩ Taper curb height to 2" in 5'-0" at E. End Appr. Slab 2 and W. End Appr. Slab 3.



**TWO APPROACHES  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a7(E)	44	#4	26'-0"	┌───┐
a8(E)	276	#5	18'-4"	───
a9(E)	56	#4	25'-8"	───
b6(E)	64	#4	29'-8"	───
b7(E)	190	#9	29'-9"	┌───┐
b8(E)	6	#4	12'-3"	───
b9(E)	6	#4	13'-2"	───
Concrete Superstructure			Cu. Yd.	121.6
Reinforcement Bars, Epoxy Coated			Pound	27,590



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MISSOURI  
Lansing One Building  
720 Olive, Suite 1000  
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Tel: 314.588.5581  
Fax: 314.588.9905

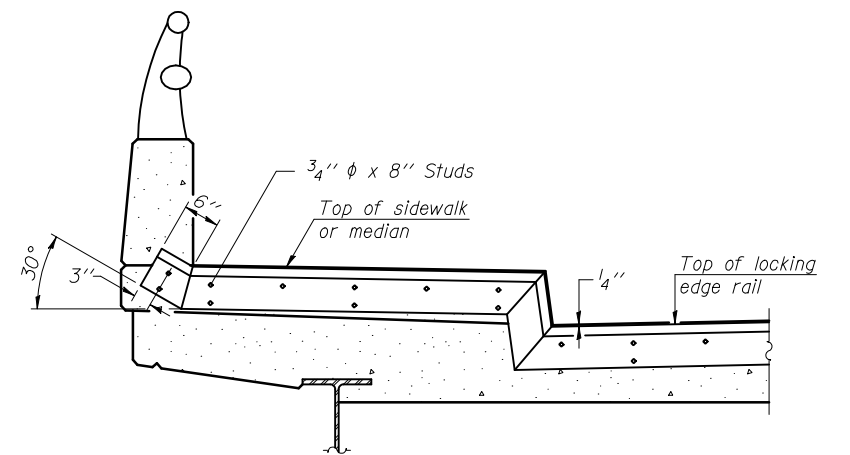
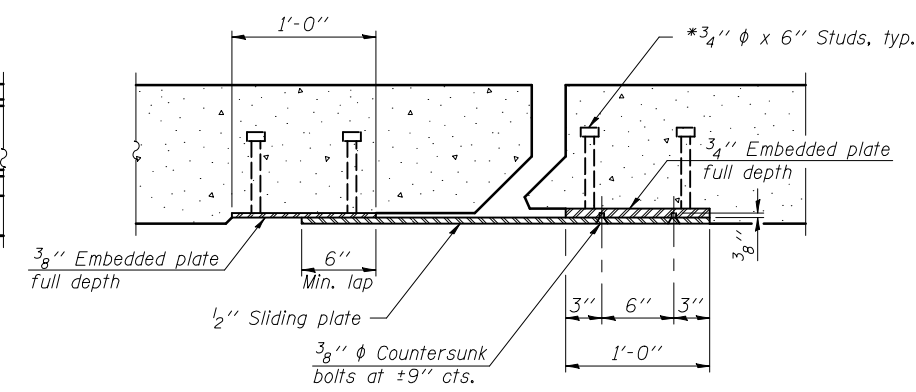
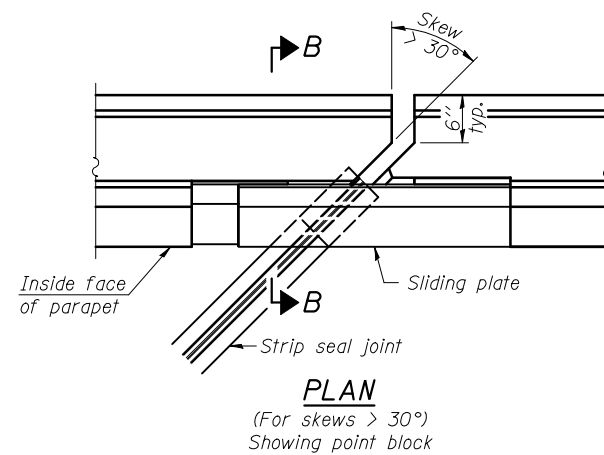
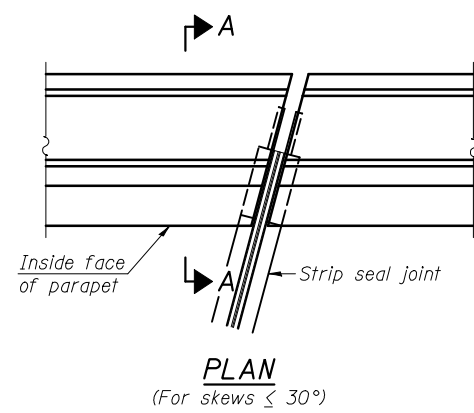
USER NAME =	DESIGNED - MAG	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - MAG	REVISED -
PLOT DATE =	CHECKED - JAD	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

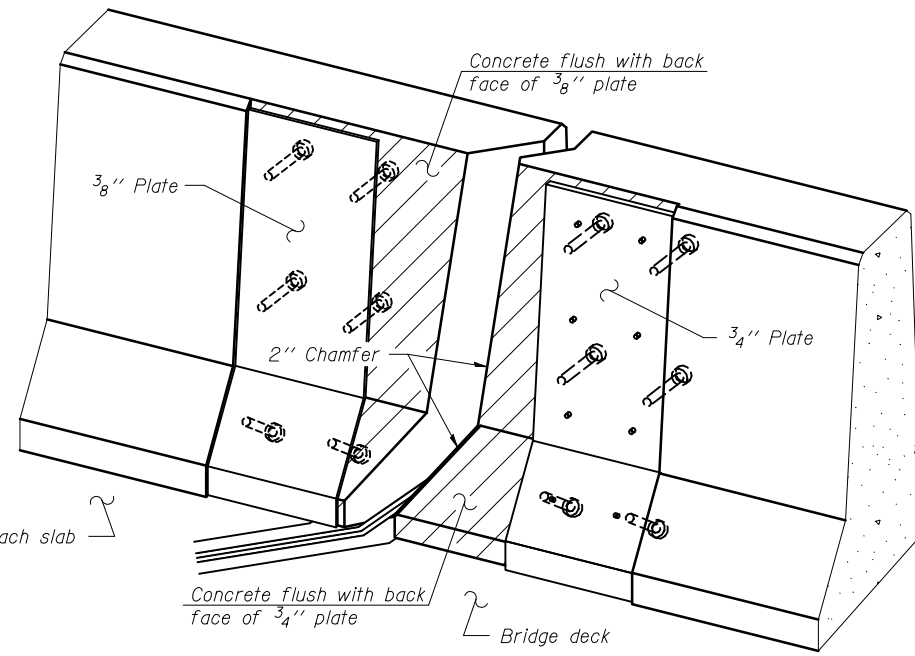
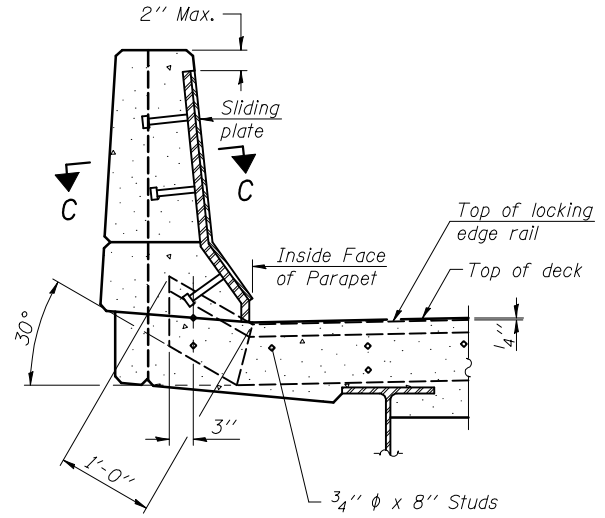
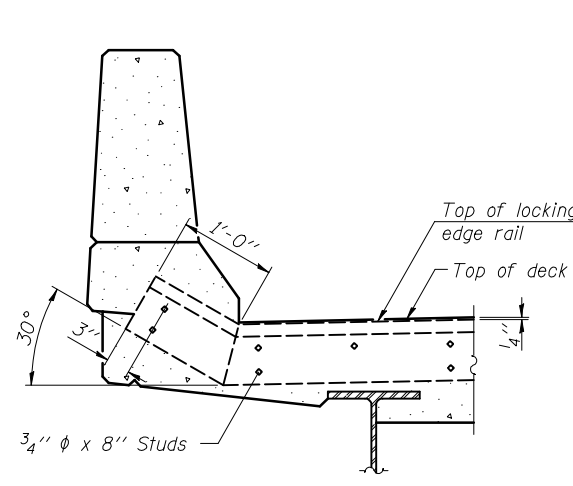
**BRIDGE APPROACH SLAB 2 AND 3 DETAILS  
STRUCTURE NO. 039-0075 (E.B.)**

SHEET NO. 23 OF 53 SHEETS

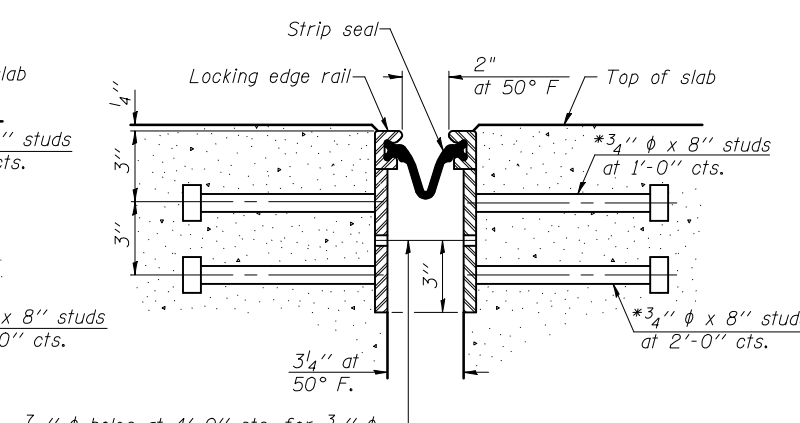
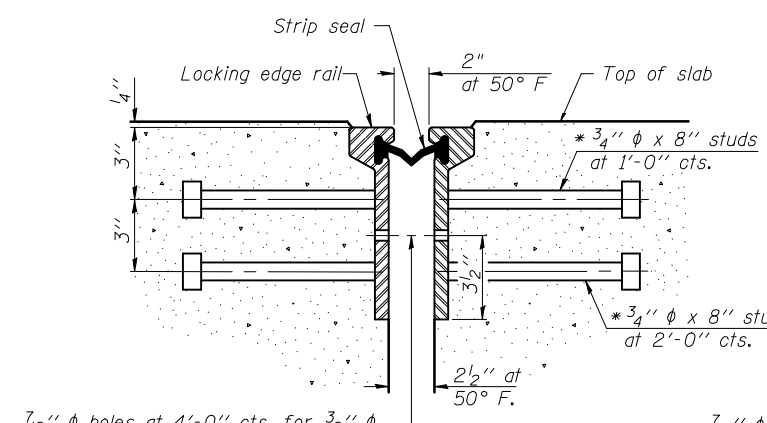
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-11B-1)	JACKSON	200	82
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				



**TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN**  
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

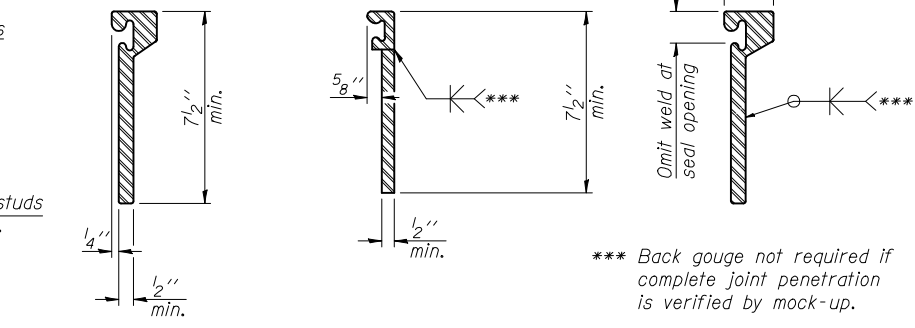


**Notes:**  
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.  
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.  
The manufacturer's recommended installation methods shall be followed.  
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.  
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.  
Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.  
Parapet plates and anchorage studs for skews  $> 30^\circ$  included in the cost of Preformed Joint Strip Seal.



7/16"  $\phi$  holes at 4'-0" cts. for 3/8"  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

7/16"  $\phi$  holes at 4'-0" cts. for 3/8"  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.



**LOCKING EDGE RAIL SPLICE**  
The inside of the locking edge rail groove shall be free of weld residue.  
Rolled rail shown, welded rail similar.

**BILL OF MATERIAL**

Item	Unit	Total
Preformed Joint Strip Seal	Foot	95

\* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

**LOCKING EDGE RAILS**

EJ-SSJ

7-1-10

FILE NAME =	USER NAME = *USER*	DESIGNED - GB	REVISED -
*FILEL#		CHECKED - MCB	REVISED -
	PLOT SCALE = *SCALE*	DRAWN - MML	REVISED -
CB PROJECT NO. 08024-2	PLOT DATE = *DATE*	CHECKED - MCB	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

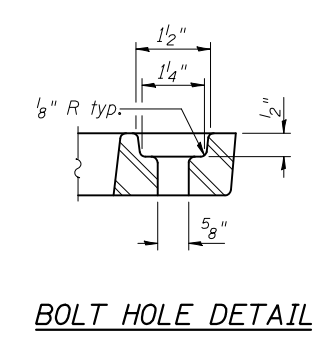
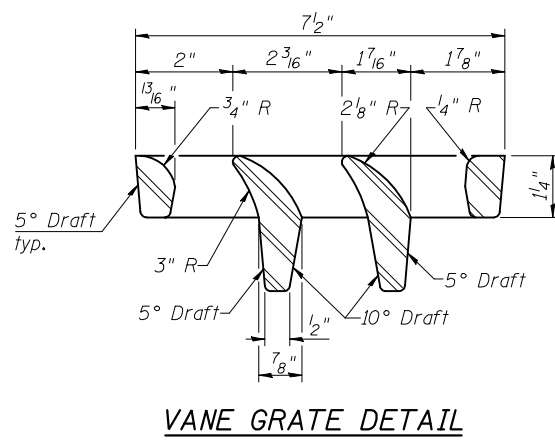
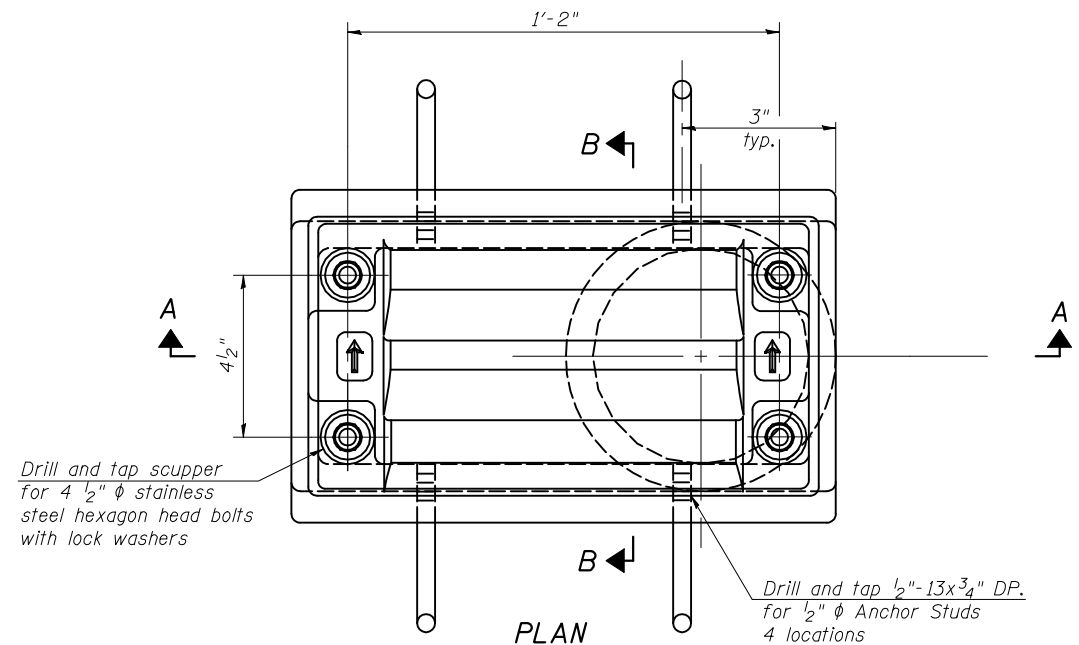
**PREFORMED JOINT STRIP SEAL**  
**STRUCTURE NO. 039-0075 (EB)**

SHEET NO. 24 OF 53 SHEETS

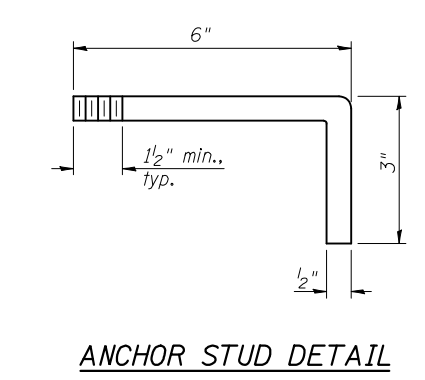
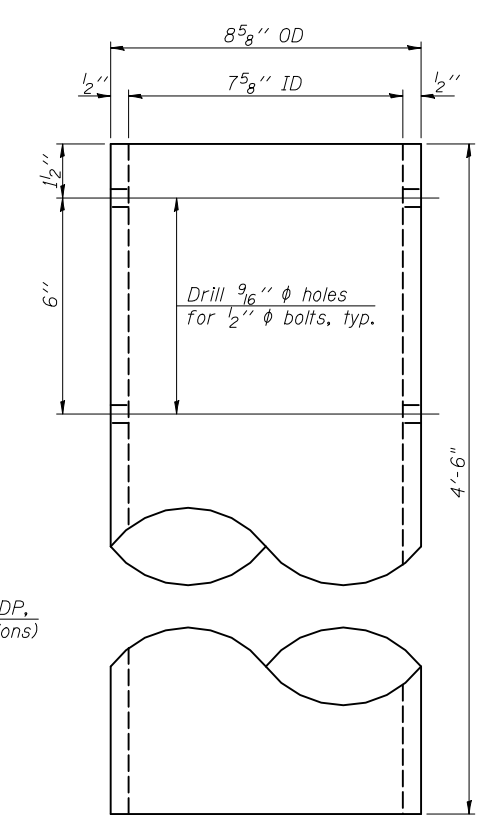
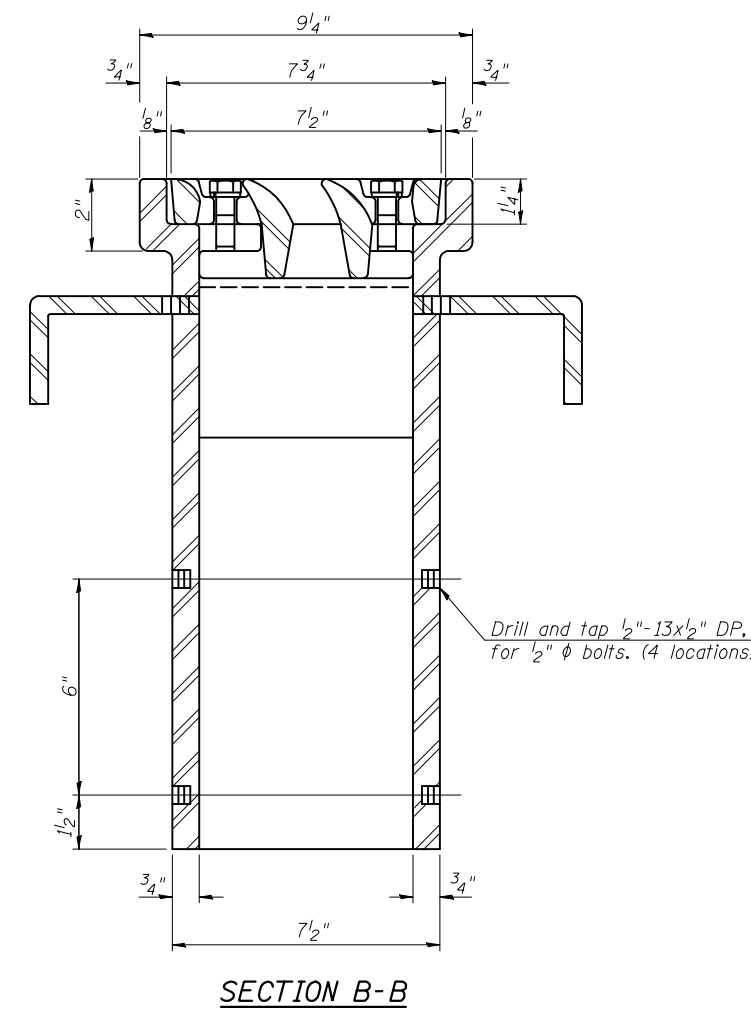
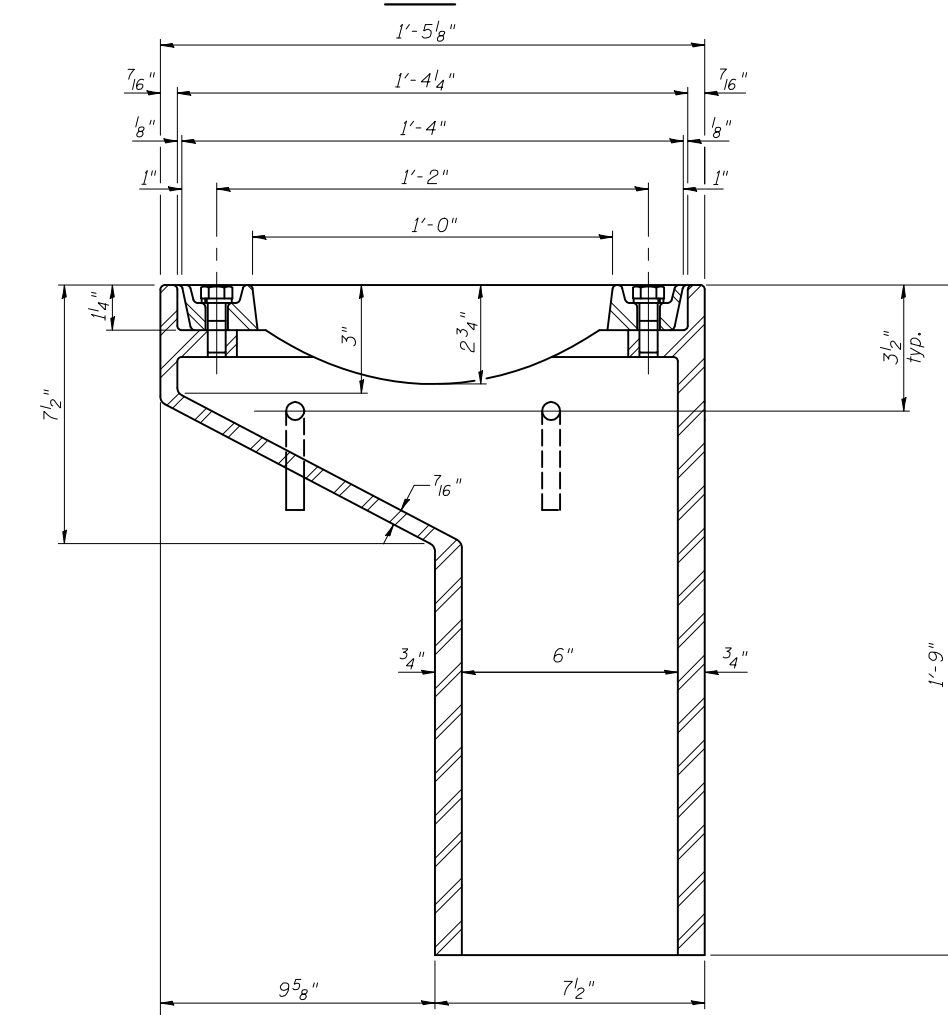
**Coombe-Bloxdorf P.C.**  
- CIVIL ENGINEERS -  
- STRUCTURAL ENGINEERS -  
- LAND SURVEYORS -  
Design Firm License No. 184-002703

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-11B-1)	JACKSON	200	83
				CONTRACT NO. 78056

ILLINOIS FED. AID PROJECT



Notes:  
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.  
 Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.  
 Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.  
 As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.  
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.  
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.  
 Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scuppers, DS-11.  
 Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Drainage Scuppers, DS-11	Each	2

DS-11

7-1-10

FILE NAME =	USER NAME = #USER*	DESIGNED - GB	REVISED -
#FILE#		CHECKED - MCB	REVISED -
	PLOT SCALE = #SCALE#	DRAWN - MML	REVISED -
CB PROJECT NO. 08024-2	PLOT DATE = #DATE#	CHECKED - MCB	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

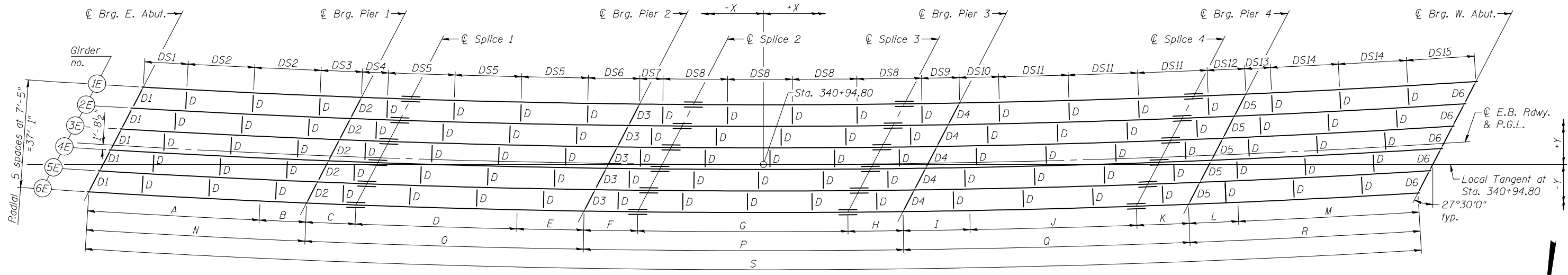
**DRAINAGE SCUPPER, DS-11  
 STRUCTURE NO. 039-0075 (EB)**

SHEET NO. 25 OF 53 SHEETS

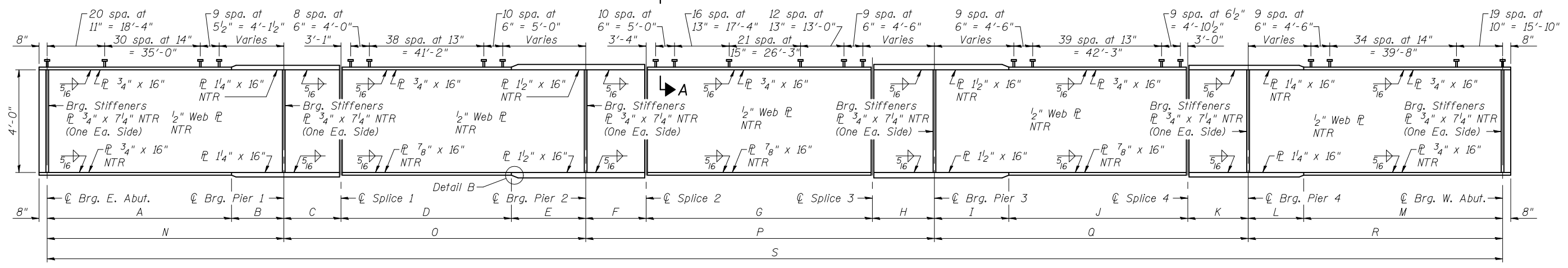
**CB** Coombe-Bloxdorf P.C.  
 - CIVIL ENGINEERS-  
 - STRUCTURAL ENGINEERS-  
 - LAND SURVEYORS-  
 Design Firm License No. 184-002703

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	84
CONTRACT NO. 78056				

ILLINOIS FED. AID PROJECT



PLAN



DIAPHRAGM SPACING

ELEVATION

TOP OF WEB ELEVATIONS\*

Girder	Location	DS1	DS2	DS3	DS4	DS5	DS6	DS7	DS8	DS9	DS10	DS11	DS12	DS13	DS14	DS15
1E	North Face	15'-0"	23'-0"	14'-3"	9'-0"	23'-0"	17'-9 <sup>5</sup> / <sub>16</sub> "	8'-0"	22'-3 <sup>9</sup> / <sub>16</sub> "	13'-0"	13'-7 <sup>3</sup> / <sub>16</sub> "	24'-0"	13'-0"	8'-10 <sup>9</sup> / <sub>16</sub> "	23'-6"	23'-6"
2E	South Face	18'-4 <sup>1</sup> / <sub>16</sub> "	23'-0 <sup>9</sup> / <sub>16</sub> "	10'-9 <sup>1</sup> / <sub>16</sub> "	12'-6 <sup>1</sup> / <sub>16</sub> "	23'-0 <sup>9</sup> / <sub>16</sub> "	14'-1 <sup>5</sup> / <sub>16</sub> "	11'-9 <sup>3</sup> / <sub>16</sub> "	22'-4 <sup>8</sup> / <sub>16</sub> "	8'-11 <sup>5</sup> / <sub>16</sub> "	17'-8 <sup>1</sup> / <sub>16</sub> "	24'-0 <sup>9</sup> / <sub>16</sub> "	8'-8 <sup>7</sup> / <sub>8</sub> "	13'-2 <sup>4</sup> / <sub>16</sub> "	23'-6 <sup>9</sup> / <sub>16</sub> "	19'-0 <sup>9</sup> / <sub>16</sub> "
2E	North Face	15'-0"	23'-0"	14'-2 <sup>5</sup> / <sub>8</sub> "	9'-0"	23'-0"	17'-9 <sup>1</sup> / <sub>16</sub> "	8'-0"	22'-3 <sup>3</sup> / <sub>8</sub> "	13'-0"	13'-7"	24'-0"	13'-0"	8'-9 <sup>5</sup> / <sub>16</sub> "	23'-6"	23'-6"
3E	South Face	18'-4 <sup>5</sup> / <sub>16</sub> "	23'-0 <sup>9</sup> / <sub>16</sub> "	10'-8 <sup>1</sup> / <sub>16</sub> "	12'-6 <sup>5</sup> / <sub>16</sub> "	23'-0 <sup>9</sup> / <sub>16</sub> "	14'-0 <sup>7</sup> / <sub>16</sub> "	11'-9 <sup>8</sup> / <sub>16</sub> "	22'-3 <sup>5</sup> / <sub>16</sub> "	9'-0 <sup>1</sup> / <sub>16</sub> "	17'-7 <sup>5</sup> / <sub>16</sub> "	24'-0 <sup>9</sup> / <sub>16</sub> "	8'-9"	13'-1 <sup>1</sup> / <sub>16</sub> "	23'-6 <sup>9</sup> / <sub>16</sub> "	19'-0 <sup>1</sup> / <sub>16</sub> "
3E	North Face	15'-0"	23'-0"	14'-2 <sup>1</sup> / <sub>4</sub> "	9'-0"	23'-0"	17'-8 <sup>8</sup> / <sub>16</sub> "	8'-0"	22'-3 <sup>4</sup> / <sub>16</sub> "	13'-0"	13'-6 <sup>5</sup> / <sub>16</sub> "	24'-0"	13'-0"	8'-9 <sup>4</sup> / <sub>16</sub> "	23'-6"	23'-6"
4E	South Face	18'-4 <sup>1</sup> / <sub>4</sub> "	23'-0 <sup>9</sup> / <sub>16</sub> "	10'-8 <sup>1</sup> / <sub>2</sub> "	12'-6 <sup>3</sup> / <sub>16</sub> "	23'-0 <sup>9</sup> / <sub>16</sub> "	14'-0 <sup>1</sup> / <sub>16</sub> "	11'-9"	22'-3 <sup>3</sup> / <sub>4</sub> "	9'-0 <sup>3</sup> / <sub>16</sub> "	17'-6 <sup>3</sup> / <sub>4</sub> "	24'-0 <sup>9</sup> / <sub>16</sub> "	8'-9 <sup>8</sup> / <sub>16</sub> "	13'-0 <sup>9</sup> / <sub>16</sub> "	23'-6 <sup>9</sup> / <sub>16</sub> "	19'-0 <sup>7</sup> / <sub>16</sub> "
4E	North Face	15'-0"	23'-0"	14'-1 <sup>8</sup> / <sub>16</sub> "	9'-0"	23'-0"	17'-8 <sup>5</sup> / <sub>16</sub> "	8'-0"	22'-3 <sup>1</sup> / <sub>16</sub> "	13'-0"	13'-5 <sup>9</sup> / <sub>16</sub> "	24'-0"	13'-0"	8'-8 <sup>5</sup> / <sub>16</sub> "	23'-6"	23'-6"
5E	South Face	18'-4 <sup>1</sup> / <sub>8</sub> "	23'-0 <sup>9</sup> / <sub>16</sub> "	10'-8 <sup>1</sup> / <sub>8</sub> "	12'-6 <sup>3</sup> / <sub>16</sub> "	23'-0 <sup>9</sup> / <sub>16</sub> "	14'-0"	11'-8 <sup>5</sup> / <sub>16</sub> "	22'-3 <sup>9</sup> / <sub>16</sub> "	9'-0 <sup>5</sup> / <sub>16</sub> "	17'-5 <sup>5</sup> / <sub>16</sub> "	24'-0 <sup>9</sup> / <sub>16</sub> "	8'-9 <sup>5</sup> / <sub>16</sub> "	12'-11 <sup>3</sup> / <sub>16</sub> "	23'-6 <sup>9</sup> / <sub>16</sub> "	19'-1"
5E	North Face	15'-0"	23'-0"	14'-1 <sup>1</sup> / <sub>2</sub> "	9'-0"	23'-0"	17'-7 <sup>1</sup> / <sub>16</sub> "	8'-0"	22'-2 <sup>7</sup> / <sub>8</sub> "	13'-0"	13'-4 <sup>7</sup> / <sub>8</sub> "	24'-0"	13'-0"	8'-8"	23'-6"	23'-6"
6E	South Face	18'-4"	23'-0 <sup>9</sup> / <sub>16</sub> "	10'-8"	12'-6"	23'-0 <sup>9</sup> / <sub>16</sub> "	13'-11 <sup>9</sup> / <sub>16</sub> "	11'-8 <sup>1</sup> / <sub>16</sub> "	22'-3 <sup>3</sup> / <sub>8</sub> "	9'-0 <sup>2</sup> / <sub>16</sub> "	17'-5 <sup>1</sup> / <sub>16</sub> "	24'-0 <sup>9</sup> / <sub>16</sub> "	8'-9 <sup>3</sup> / <sub>8</sub> "	12'-11 <sup>1</sup> / <sub>16</sub> "	23'-6 <sup>9</sup> / <sub>16</sub> "	19'-1 <sup>3</sup> / <sub>16</sub> "

	Girder 1E	Girder 2E	Girder 3E	Girder 4E	Girder 5E	Girder 6E
⊕ Brg. E. Abut.	382.04	382.21	382.38	382.55	382.72	382.89
⊕ Brg. Pier 1	382.35	382.51	382.68	382.85	383.02	383.19
⊕ Splice 1	382.39	382.55	382.72	382.89	383.06	383.23
⊕ Brg. Pier 2	382.77	382.94	383.11	383.28	383.45	383.62
⊕ Splice 2	382.82	382.98	383.15	383.33	383.50	383.67
⊕ Splice 3	382.84	383.05	383.24	383.43	383.63	383.82
⊕ Brg. Pier 3	382.80	383.01	383.21	383.40	383.60	383.80
⊕ Splice 4	382.41	382.61	382.82	383.02	383.23	383.44
⊕ Brg. Pier 4	382.36	382.56	382.77	382.98	383.18	383.39
⊕ Brg. W. Abut.	382.04	382.24	382.45	382.66	382.87	383.07

\*For fabrication only.

LAYOUT DIMENSIONS

Girder	⊕ Brg. E. Abut.		⊕ Brg. Pier 1		⊕ Splice 1		⊕ Brg. Pier 2		⊕ Splice 2		⊕ Splice 3		⊕ Brg. Pier 3		⊕ Splice 4		⊕ Brg. Pier 4		⊕ Brg. W. Abut.	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
1E	-213'-7 <sup>3</sup> / <sub>16</sub> "	26'-7 <sup>3</sup> / <sub>8</sub> "	-138'-5 <sup>3</sup> / <sub>16</sub> "	23'-1 <sup>1</sup> / <sub>16</sub> "	-121'-5 <sup>1</sup> / <sub>4</sub> "	22'-6 <sup>1</sup> / <sub>16</sub> "	-42'-7 <sup>9</sup> / <sub>16</sub> "	20'-9 <sup>3</sup> / <sub>8</sub> "	-24'-1 <sup>9</sup> / <sub>16</sub> "	20'-7 <sup>7</sup> / <sub>16</sub> "	48'-6 <sup>3</sup> / <sub>4</sub> "	20'-10 <sup>1</sup> / <sub>4</sub> "	67'-6 <sup>1</sup> / <sub>16</sub> "	21'-1 <sup>1</sup> / <sub>16</sub> "	148'-2 <sup>1</sup> / <sub>16</sub> "	23'-5 <sup>9</sup> / <sub>16</sub> "	166'-1 <sup>7</sup> / <sub>8</sub> "	24'-2 <sup>9</sup> / <sub>16</sub> "	245'-5"	28'-6 <sup>1</sup> / <sub>16</sub> "
2E	-217'-4 <sup>3</sup> / <sub>16</sub> "	19'-4 <sup>1</sup> / <sub>16</sub> "	-142'-2 <sup>5</sup> / <sub>8</sub> "	15'-9 <sup>1</sup> / <sub>16</sub> "	-125'-2 <sup>3</sup> / <sub>4</sub> "	15'-2 <sup>1</sup> / <sub>2</sub> "	-46'-5 <sup>5</sup> / <sub>8</sub> "	13'-4 <sup>1</sup> / <sub>16</sub> "	-27'-11 <sup>5</sup> / <sub>8</sub> "	13'-2 <sup>3</sup> / <sub>4</sub> "	44'-8"	13'-4 <sup>1</sup> / <sub>16</sub> "	63'-7 <sup>1</sup> / <sub>16</sub> "	13'-7 <sup>1</sup> / <sub>16</sub> "	144'-2 <sup>9</sup> / <sub>16</sub> "	15'-10 <sup>5</sup> / <sub>8</sub> "	162'-2 <sup>1</sup> / <sub>16</sub> "	16'-7 <sup>1</sup> / <sub>16</sub> "	241'-4 <sup>1</sup> / <sub>16</sub> "	20'-10 <sup>3</sup> / <sub>8</sub> "
3E	-221'-1 <sup>1</sup> / <sub>4</sub> "	12'-2 <sup>1</sup> / <sub>4</sub> "	-146'-0 <sup>8</sup> / <sub>16</sub> "	8'-6 <sup>3</sup> / <sub>8</sub> "	-129'-0 <sup>4</sup> / <sub>16</sub> "	7'-10 <sup>1</sup> / <sub>16</sub> "	-50'-3 <sup>5</sup> / <sub>8</sub> "	6'-0 <sup>2</sup> / <sub>16</sub> "	-31'-9 <sup>1</sup> / <sub>16</sub> "	5'-10 <sup>1</sup> / <sub>8</sub> "	40'-9 <sup>1</sup> / <sub>4</sub> "	5'-11 <sup>8</sup> / <sub>16</sub> "	59'-9 <sup>3</sup> / <sub>16</sub> "	6'-2 <sup>3</sup> / <sub>16</sub> "	140'-3 <sup>8</sup> / <sub>16</sub> "	8'-3 <sup>3</sup> / <sub>8</sub> "	158'-3"	9'-0 <sup>5</sup> / <sub>16</sub> "	237'-4 <sup>1</sup> / <sub>16</sub> "	13'-2 <sup>3</sup> / <sub>16</sub> "
4E	-224'-10 <sup>1</sup> / <sub>16</sub> "	4'-11 <sup>3</sup> / <sub>4</sub> "	-149'-9 <sup>9</sup> / <sub>16</sub> "	1'-3 <sup>1</sup> / <sub>8</sub> "	-132'-9 <sup>1</sup> / <sub>16</sub> "	7 <sup>1</sup> / <sub>2</sub> "	-54'-1 <sup>9</sup> / <sub>8</sub> "	-1'-3 <sup>1</sup> / <sub>8</sub> "	-35'-7 <sup>1</sup> / <sub>16</sub> "	-1'-6 <sup>1</sup> / <sub>2</sub> "	36'-10 <sup>2</sup> / <sub>16</sub> "	-1'-6 <sup>5</sup> / <sub>16</sub> "	55'-10 <sup>1</sup> / <sub>16</sub> "	-1'-3 <sup>9</sup> / <sub>16</sub> "	136'-3 <sup>3</sup> / <sub>4</sub> "	9"	154'-3 <sup>5</sup> / <sub>8</sub> "	1'-5 <sup>1</sup> / <sub>4</sub> "	233'-4 <sup>1</sup> / <sub>16</sub> "	5'-6"
5E	-228'-7 <sup>1</sup> / <sub>16</sub> "	-2'-2 <sup>1</sup> / <sub>16</sub> "	-153'-6 <sup>1</sup> / <sub>16</sub> "	-6'-0 <sup>8</sup> / <sub>16</sub> "	-136'-7 <sup>1</sup> / <sub>8</sub> "	-6'-7 <sup>1</sup> / <sub>16</sub> "	-57'-11 <sup>5</sup> / <sub>8</sub> "	-8'-8 <sup>3</sup> / <sub>16</sub> "	-39'-5 <sup>5</sup> / <sub>8</sub> "	-8'-11 <sup>1</sup> / <sub>16</sub> "	32'-11 <sup>1</sup> / <sub>16</sub> "	-8'-11 <sup>3</sup> / <sub>4</sub> "	51'-11 <sup>1</sup> / <sub>16</sub> "	-8'-9 <sup>4</sup> / <sub>16</sub> "	132'-4 <sup>3</sup> / <sub>8</sub> "	-6'-9 <sup>3</sup> / <sub>4</sub> "	150'-4 <sup>1</sup> / <sub>4</sub> "	-6'-1 <sup>1</sup> / <sub>16</sub> "	229'-5"	-2'-2 <sup>1</sup> / <sub>8</sub> "
6E	-232'-4 <sup>5</sup> / <sub>16</sub> "	-9'-5 <sup>9</sup> / <sub>16</sub> "	-157'-4 <sup>3</sup> / <sub>8</sub> "	-13'-3 <sup>3</sup> / <sub>8</sub> "	-140'-4 <sup>2</sup> / <sub>16</sub> "	-13'-11 <sup>3</sup> / <sub>8</sub> "	-61'-9 <sup>9</sup> / <sub>16</sub> "	-16'-0 <sup>1</sup> / <sub>16</sub> "	-43'-3 <sup>5</sup> / <sub>8</sub> "	-16'-3 <sup>9</sup> / <sub>16</sub> "	29'-1 <sup>3</sup> / <sub>16</sub> "	-16'-5 <sup>3</sup> / <sub>16</sub> "	48'-1 <sup>3</sup> / <sub>16</sub> "	-16'-2 <sup>7</sup> / <sub>8</sub> "	128'-5 <sup>1</sup> / <sub>16</sub> "	-14'-4 <sup>1</sup> / <sub>16</sub> "	146'-4 <sup>8</sup> / <sub>16</sub> "	-13'-8 <sup>5</sup> / <sub>8</sub> "	225'-5 <sup>1</sup> / <sub>8</sub> "	-9'-10 <sup>8</sup> / <sub>16</sub> "

GIRDER DIMENSIONS

Girder	Radius	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
1E	3760.81'	59'-3"	16'-0"	17'-0"	55'-9 <sup>5</sup> / <sub>16</sub> "	23'-0"	18'-6"	72'-8 <sup>5</sup> / <sub>16</sub> "	19'-0"	23'-0"	57'-7 <sup>3</sup> / <sub>4</sub> "	18'-0"	17'-0"	62'-4 <sup>9</sup> / <sub>16</sub> "	75'-3"	95'-9 <sup>5</sup> / <sub>16</sub> "	110'-2 <sup>5</sup> / <sub>16</sub> "	98'-7 <sup>3</sup> / <sub>4</sub> "	79'-4 <sup>9</sup> / <sub>16</sub> "	459'-3 <sup>9</sup> / <sub>16</sub> "
2E	3768.23'	59'-2 <sup>5</sup> / <sub>8</sub> "	16'-0"	17'-0"	55'-9 <sup>1</sup> / <sub>16</sub> "	23'-0"	18'-6"	72'-7 <sup>5</sup> / <sub>8</sub> "	19'-0"	23'-0"	57'-7"	18'-0"	17'-0"	62'-3 <sup>1</sup> / <sub>16</sub> "	75'-2 <sup>5</sup> / <sub>8</sub> "	95'-9 <sup>1</sup> / <sub>16</sub> "	110'-1 <sup>5</sup> / <sub>8</sub> "	98'-7"	79'-3 <sup>1</sup> / <sub>8</sub> "	459'-0 <sup>5</sup> / <sub>16</sub> "
3E	3775.65'	59'-2 <sup>1</sup> / <sub>4</sub> "	16'-0"	17'-0"	55'-8 <sup>1</sup> / <sub>8</sub> "	23'-0"	18'-6"	72'-6 <sup>1</sup> / <sub>16</sub> "	19'-0"	23'-0"	57'-6 <sup>5</sup> / <sub>16</sub> "	18'-0"	17'-0"	62'-3 <sup>1</sup> / <sub>4</sub> "	75'-2 <sup>1</sup> / <sub>4</sub> "	95'-8 <sup>1</sup> / <sub>8</sub> "	110'-0 <sup>1</sup> / <sub>16</sub> "	98'-6 <sup>5</sup> / <sub>16</sub> "	79'-3 <sup>1</sup> / <sub>4</sub> "	458'-9 <sup>5</sup> / <sub>8</sub> "
4E	3783.06'	59'-1 <sup>8</sup> / <sub>16</sub> "	16'-0"	17'-0"	55'-8 <sup>3</sup> / <sub>16</sub> "	23'-0"	18'-6"	72'-6 <sup>3</sup> / <sub>16</sub> "	19'-0"	23'-0"	57'-5 <sup>9</sup> / <sub>16</sub> "	18'-0"	17'-0"	62'-2 <sup>3</sup> / <sub>8</sub> "	75'-1 <sup>7</sup> / <sub>8</sub> "	95'-8 <sup>5</sup> / <sub>16</sub> "	110'-0 <sup>3</sup> / <sub>16</sub> "	98'-5 <sup>9</sup> / <sub>16</sub> "	79'-2 <sup>3</sup> / <sub>8</sub> "	458'-6 <sup>9</sup> / <sub>16</sub> "
5E	3790.48'	59'-1 <sup>2</sup> / <sub>8</sub> "	16'-0"	17'-0"	55'-7 <sup>1</sup> / <sub>16</sub> "	23'-0"	18'-6"	72'-5 <sup>1</sup> / <sub>16</sub> "	19'-0"	23'-0"	57'-4 <sup>8</sup> / <sub>16</sub> "	18'-0"	17'-0"	62'-2"	75'-1 <sup>2</sup> / <sub>2</sub> "	95'-7 <sup>1</sup> / <sub>16</sub> "	109'-11 <sup>1</sup> / <sub>16</sub> "	98'-4 <sup>8</sup> / <sub>16</sub> "	79'-2"	458'-3 <sup>1</sup> / <sub>16</sub> "
6E	3797.90'	59'-1 <sup>8</sup> / <sub>16</sub> "	16'-0"	17'-0"	55'-7 <sup>1</sup> / <sub>4</sub> "	23'-0"	18'-6"	72'-4 <sup>1</sup> / <sub>16</sub> "	19'-0"	23'-0"	57'-4 <sup>8</sup> / <sub>16</sub> "	18'-0"	17'-0"	62'-1 <sup>3</sup> / <sub>8</sub> "	75'-1 <sup>8</sup> / <sub>16</sub> "	95'-7 <sup>4</sup> / <sub>16</sub> "	109'-10 <sup>1</sup> / <sub>16</sub> "	98'-4 <sup>8</sup> / <sub>16</sub> "	79'-1 <sup>3</sup> / <sub>8</sub> "	458'-0 <sup>1</sup> / <sub>16</sub> "

- Notes:
- Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.
  - All diaphragms between girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
  - For diaphragm and splice details, Section A-A, and Detail B, see sheet 28 of 53.
  - Girder dimensions, diaphragm spacing, and shear stud spacing are taken along centerline of each individual girder.



USER NAME =  
DESIGNED - JAD  
CHECKED - DGL  
PLOT SCALE =  
PLOT DATE =

DESIGNED - JAD  
CHECKED - DGL  
DRAWN - JAD  
CHECKED - DGL

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN AND GIRDER DETAILS  
STRUCTURE NO. 039-0075 (E.B.)

SHEET NO. 26 OF 53 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-118-1)	JACKSON	200	85
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

GIRDER MOMENT TABLE (GIRDER 6E)										
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.5 Sp. 4	Pier 4	0.6 Sp. 5
$I_s$	(in <sup>4</sup> )	18,869	28,869	20,051	34,020	20,051	34,020	20,051	28,869	18,869
$I_c(n)$	(in <sup>4</sup> )	43,984	-	47,574	-	47,574	-	47,574	-	43,984
$I_c(3n)$	(in <sup>4</sup> )	33,078	-	35,464	-	35,464	-	35,464	-	33,078
$I_c(cr)$	(in <sup>4</sup> )	-	-	-	-	-	-	-	-	-
$S_s$	(in <sup>3</sup> )	762	1,143	840	1,334	840	1,334	840	1,143	762
$S_c(n)$	(in <sup>3</sup> )	1,031	-	1,130	-	1,130	-	1,130	-	1,031
$S_c(3n)$	(in <sup>3</sup> )	947	-	1,038	-	1,038	-	1,038	-	947
$S_c(cr)$	(in <sup>3</sup> )	-	-	-	-	-	-	-	-	-
$S_{xc}$	(in <sup>3</sup> )	989	1,143	1,100	1,334	1,075	1,334	1,097	1,143	984
DC1	(k/ft)	0.971	1.035	0.980	1.066	0.980	1.066	0.980	1.035	0.971
MDC1	(k)	324.2	680.0	229.9	948.7	433.4	963.6	246.4	743.9	362.3
DC2	(k/ft)	0.450	0.450	0.450	0.450	0.450	0.450	0.450	0.450	0.450
MDC2	(k)	139.1	302.4	116.6	392.7	167.2	408.1	138.7	329.0	162.0
DW	(k/ft)	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333
MDW	(k)	117.1	181.6	91.7	268.9	179.0	273.0	105.9	195.5	134.0
$M\ell + 1M$	(k)	979.1	968.4	1,069.8	1,307.4	1,308.7	1,269.7	1,211.7	1,074.1	1,102.8
$f_t$ (Strength I)	(ksi)	3.23	1.02	2.76	2.24	3.54	2.20	3.41	0.95	3.80
$M_u + 1/3 f_t S_{xc}$	(k)	2,556.9	3,227.5	2,527.1	4,450.9	3,415.0	4,427.5	2,864.6	3,544.1	2,890.2
$\phi_r M_n$	(k)	-	-	-	-	-	-	-	-	-
$f_s$ DC1	(ksi)	5.10	7.14	3.29	8.54	6.19	8.67	3.52	7.81	5.70
$f_s$ DC2	(ksi)	1.76	3.17	1.35	3.53	1.93	3.67	1.60	3.45	2.05
$f_s$ DW	(ksi)	1.48	1.91	1.06	2.42	2.07	2.46	1.22	2.05	1.70
$f_s$ ( $\ell + 1M$ )	(ksi)	11.40	10.17	11.36	11.76	13.90	11.42	12.87	11.28	12.84
$f_t$ (Service II)	(ksi)	2.42	0.74	2.06	1.32	2.65	1.30	2.55	0.69	2.85
$f_s + 1/2$ (Service II)	(ksi)	24.37	25.81	21.50	30.44	29.59	30.30	24.35	28.32	27.57
$0.95R_h F_{yf}$	(ksi)	47.50	-	47.50	-	47.50	-	47.50	-	47.50
$0.80R_h F_{yf}$	(ksi)	-	40.00	-	40.00	-	40.00	-	40.00	-
$f_s + 1/3$ (Total)(Strength I)	(ksi)	31.83	33.89	28.19	40.05	38.76	39.83	31.89	37.21	35.98
$\phi_r F_n$	(ksi)	50.00	46.28	50.00	44.14	50.00	44.19	50.00	46.93	50.00
$V_f$	(k)	56.0	-	48.6	-	53.9	-	50.3	-	60.0

$I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total-Strength I, and Service II) due to non-composite dead loads (in<sup>4</sup> and in<sup>3</sup>).

$I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$  (Total-Strength I, and Service II) in uncracked sections due to short term composite live loads (in<sup>4</sup> and in<sup>3</sup>).

$I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$  (Total-Strength I, and Service II) in uncracked sections due to long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).

$I_c(cr), S_c(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite dead loads (in<sup>4</sup> and in<sup>3</sup>).

$S_{xc}$ : Section modulus about the major axis of section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in<sup>3</sup>).

DC1: Un-factored non-composite dead load (kips/ft.).

MDC1: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

$M\ell + 1M$ : Un-factored live load moment plus dynamic load allowance (Impact)(kip-ft.).

$M_u$  (Strength I): Factored design moment (kip-ft.).

$1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M\ell + 1M$

$f_t$ : Factored calculated normal stress at edge of flange for controlling steel flange plate due to lateral bending, Strength I or Service II as applicable (ksi).

$\phi_r M_n$ : Factored resistance available according to A6.1.1 (k).

$f_s$  DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).

$M_{DC1} / S_{nc}$

$f_s$  DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).

$M_{DC2} / S_c(3n)$  or  $M_{DC2} / S_c(cr)$  as applicable.

$f_s$  DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).

$M_{DW} / S_c(3n)$  or  $M_{DW} / S_c(cr)$  as applicable.

$f_s$  ( $\ell + 1M$ ): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).

$M\ell + 1M / S_c(3n)$  or  $M\ell + 1M / S_c(cr)$  as applicable.

$f_s + 1/2$  (Service II): Sum of stresses as computed below (ksi).

$f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s \ell + 1M + 1/2$

$0.95R_h F_{yf}$ : Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

$f_s + 1/3$  (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).

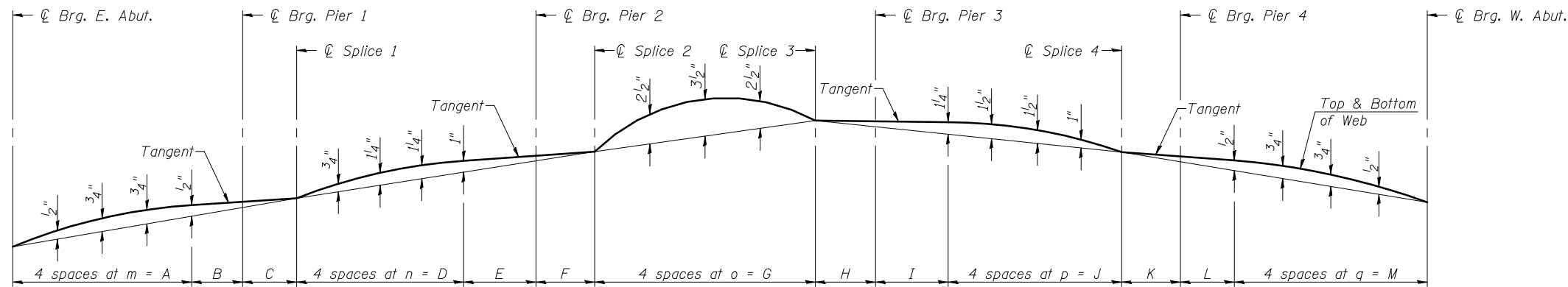
$1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s \ell + 1M + 1/3$

$\phi_r F_n$ : Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7.2 (ksi).

$V_f$ : Maximum factored shear range computed according to Article 6.10.10.

Note:  
 $M\ell$  and  $R\ell$  include the effects of centrifugal force and superelevation.

GIRDER REACTION TABLE (GIRDER 6E)							
		E. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	W. Abut.
$R_{DC1}$	(k)	25.0	84.5	98.2	99.2	88.3	26.2
$R_{DC2}$	(k)	13.2	44.1	48.0	49.9	46.3	14.9
$R_{DW}$	(k)	7.6	24.2	27.7	29.2	24.7	9.2
$R\ell + 1M$	(k)	63.8	114.1	130.4	135.2	126.5	88.3
$R_{Total}$	(k)	109.6	266.9	304.3	313.5	285.8	138.6



CAMBER DIAGRAM

DIMENSION TABLE ①

Girder	A	B	C	D	E	F	G	H	I	J	K	L	M	m	n	o	p	q
1E	59'-3"	16'-0"	17'-0"	55'-9 <sup>15</sup> / <sub>16</sub> "	23'-0"	18'-6"	72'-8 <sup>5</sup> / <sub>16</sub> "	19'-0"	23'-0"	57'-7 <sup>3</sup> / <sub>4</sub> "	18'-0"	17'-0"	62'-4 <sup>9</sup> / <sub>16</sub> "	14'-9 <sup>3</sup> / <sub>4</sub> "	13'-11 <sup>1</sup> / <sub>2</sub> "	18'-2 <sup>1</sup> / <sub>16</sub> "	14'-4 <sup>15</sup> / <sub>16</sub> "	15'-7 <sup>1</sup> / <sub>8</sub> "
2E	59'-2 <sup>5</sup> / <sub>8</sub> "	16'-0"	17'-0"	55'-9 <sup>7</sup> / <sub>16</sub> "	23'-0"	18'-6"	72'-7 <sup>5</sup> / <sub>8</sub> "	19'-0"	23'-0"	57'-7"	18'-0"	17'-0"	62'-3 <sup>5</sup> / <sub>16</sub> "	14'-9 <sup>11</sup> / <sub>16</sub> "	13'-11 <sup>3</sup> / <sub>8</sub> "	18'-1 <sup>5</sup> / <sub>16</sub> "	14'-4 <sup>3</sup> / <sub>4</sub> "	15'-7"
3E	59'-2 <sup>1</sup> / <sub>4</sub> "	16'-0"	17'-0"	55'-8 <sup>7</sup> / <sub>8</sub> "	23'-0"	18'-6"	72'-6 <sup>5</sup> / <sub>16</sub> "	19'-0"	23'-0"	57'-6 <sup>5</sup> / <sub>16</sub> "	18'-0"	17'-0"	62'-3 <sup>1</sup> / <sub>4</sub> "	14'-9 <sup>9</sup> / <sub>16</sub> "	13'-11 <sup>1</sup> / <sub>4</sub> "	18'-1 <sup>3</sup> / <sub>4</sub> "	14'-4 <sup>9</sup> / <sub>16</sub> "	15'-6 <sup>13</sup> / <sub>16</sub> "
4E	59'-1 <sup>7</sup> / <sub>8</sub> "	16'-0"	17'-0"	55'-8 <sup>5</sup> / <sub>16</sub> "	23'-0"	18'-6"	72'-6 <sup>3</sup> / <sub>16</sub> "	19'-0"	23'-0"	57'-5 <sup>9</sup> / <sub>16</sub> "	18'-0"	17'-0"	62'-2 <sup>5</sup> / <sub>8</sub> "	14'-9 <sup>1</sup> / <sub>2</sub> "	13'-11 <sup>1</sup> / <sub>16</sub> "	18'-1 <sup>9</sup> / <sub>16</sub> "	14'-4 <sup>3</sup> / <sub>8</sub> "	15'-6 <sup>1</sup> / <sub>16</sub> "
5E	59'-1 <sup>1</sup> / <sub>2</sub> "	16'-0"	17'-0"	55'-7 <sup>13</sup> / <sub>16</sub> "	23'-0"	18'-6"	72'-5 <sup>1</sup> / <sub>2</sub> "	19'-0"	23'-0"	57'-4 <sup>8</sup> / <sub>8</sub> "	18'-0"	17'-0"	62'-2"	14'-9 <sup>3</sup> / <sub>8</sub> "	13'-10 <sup>5</sup> / <sub>16</sub> "	18'-1 <sup>3</sup> / <sub>8</sub> "	14'-4 <sup>1</sup> / <sub>4</sub> "	15'-6 <sup>1</sup> / <sub>2</sub> "
6E	59'-1 <sup>1</sup> / <sub>8</sub> "	16'-0"	17'-0"	55'-7 <sup>1</sup> / <sub>4</sub> "	23'-0"	18'-6"	72'-4 <sup>13</sup> / <sub>16</sub> "	19'-0"	23'-0"	57'-4 <sup>8</sup> / <sub>8</sub> "	18'-0"	17'-0"	62'-1 <sup>3</sup> / <sub>8</sub> "	14'-9 <sup>5</sup> / <sub>16</sub> "	13'-10 <sup>13</sup> / <sub>16</sub> "	18'-1 <sup>1</sup> / <sub>16</sub> "	14'-4 <sup>1</sup> / <sub>16</sub> "	15'-6 <sup>3</sup> / <sub>8</sub> "

Notes:  
 ① Horizontal dimensions are taken along centerline of each individual girder.  
 ② Analyzed in model as a 0.450 k/ft line load applied at edge of deck.  
 ③ Analyzed in model as a 0.050 ksf area load applied from face to face of parapets.

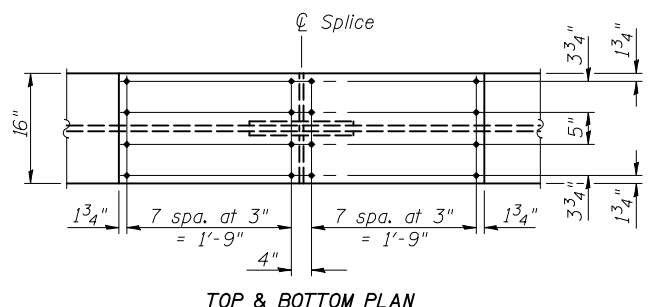


USER NAME =	DESIGNED - JAD	REVISED -
	CHECKED - DGL	REVISED -
PLOT SCALE =	DRAWN - JAD	REVISED -
PLOT DATE =	CHECKED - DGL	REVISED -

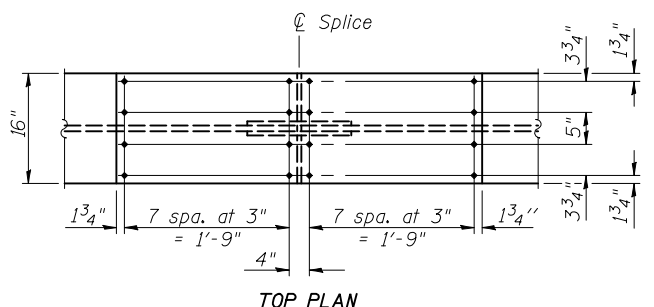
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GIRDER DETAILS  
STRUCTURE NO. 039-0075 (E.B.)  
SHEET NO. 27 OF 53 SHEETS

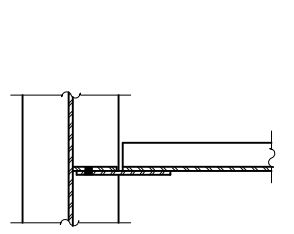
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-11B-1)	JACKSON	200	86
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				



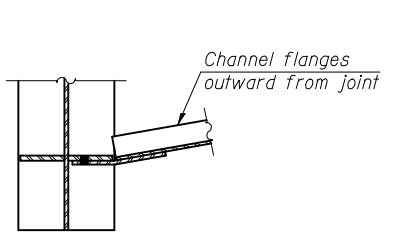
TOP & BOTTOM PLAN



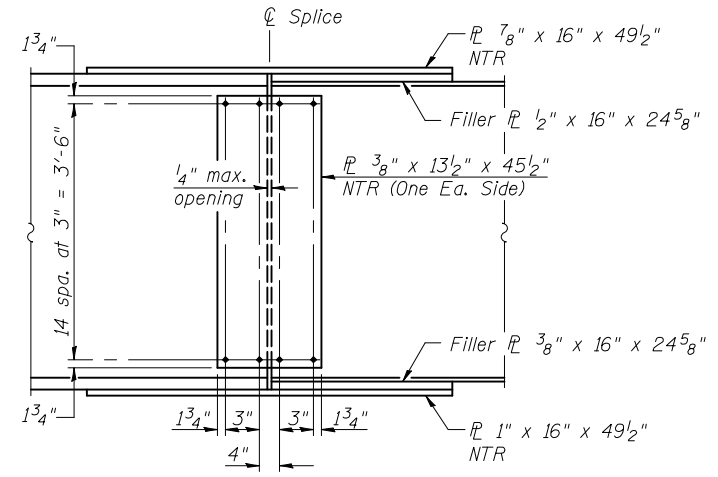
TOP PLAN



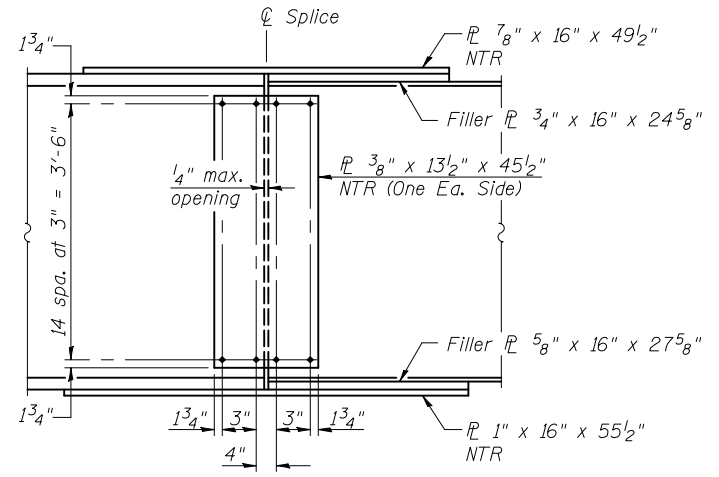
SECTION B-B



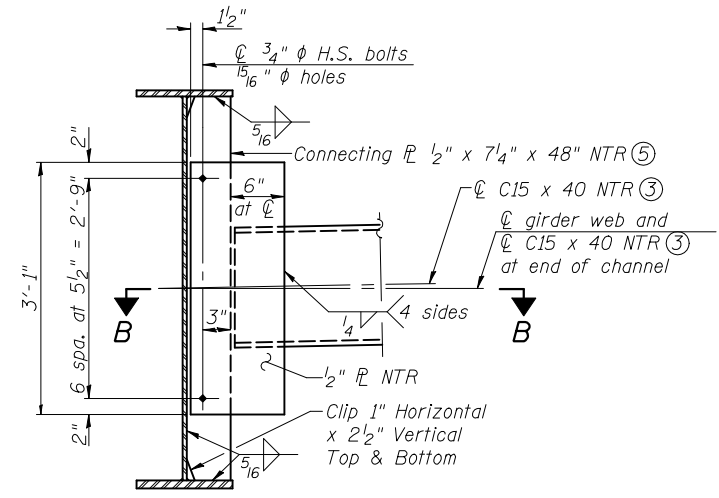
SECTION C-C



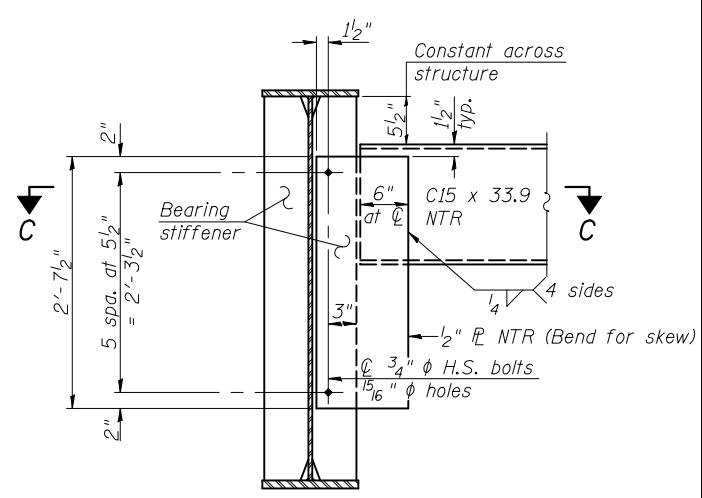
ELEVATION



ELEVATION



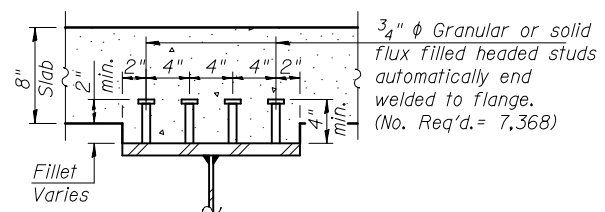
INTERIOR DIAPHRAGM D  
(95 Required)



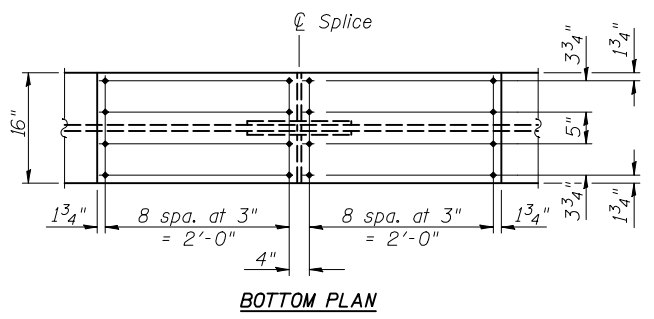
END DIAPHRAGM D1 or D6  
(5 of Each Required)

SPLICE 1 & 4 DETAIL  
(12 Required)

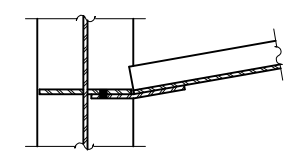
SPLICE 2 & 3 DETAIL  
(12 Required)



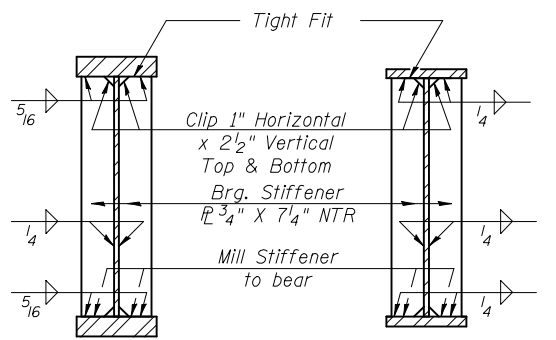
SECTION A-A



BOTTOM PLAN

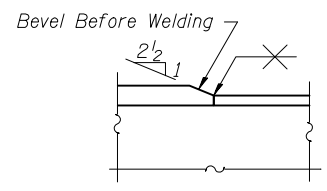


SECTION D-D

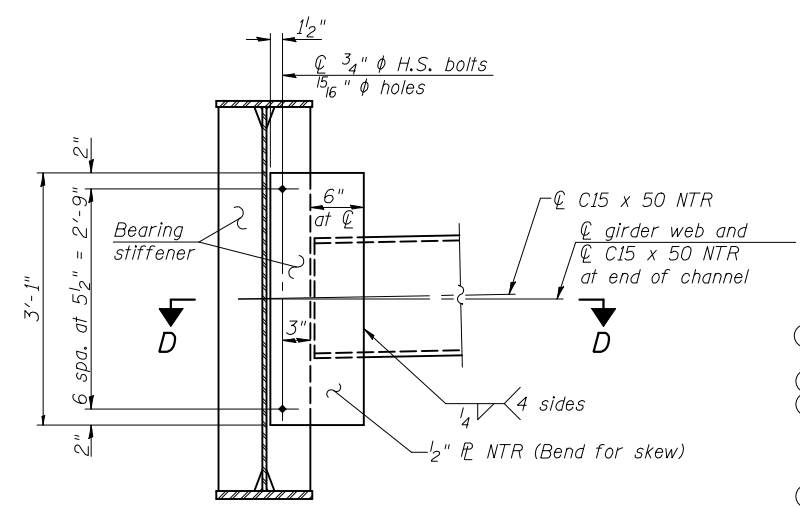


SECTION AT PIER SECTION AT ABUTMENT

BEARING STIFFENER



DETAIL B



INTERIOR DIAPHRAGM D2, D3, D4, or D5  
(5 of Each Required)

- Notes:
- Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.
  - Two hardened washers required for each set of oversized holes.
  - Alternate channels C15x50 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on C15x40 sections. The alternate, if utilized, shall be provided at no extra cost to the department.
  - Similar diaphragms are numbered uniquely due to a difference in length.
  - Do not provide plate on exterior face of fascia girders.



11400  
Eastport Business Center 1  
100 Lamar Court, Suite 1  
Columbia, IL 62238  
Tel: 618.545.2200  
Fax: 618.545.7200  
www.materassociates.com

18000  
Lansdale One Building  
720 Olive, Suite 1000  
St. Louis, MO 63101  
Tel: 314.588.0281  
Fax: 314.588.0205

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PLOT SCALE =	DRAWN - JAD	REVISED -
PLOT DATE =	CHECKED - DGL	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GIRDER DETAILS  
STRUCTURE NO. 039-0075 (E.B.)

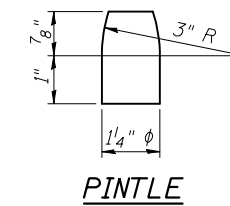
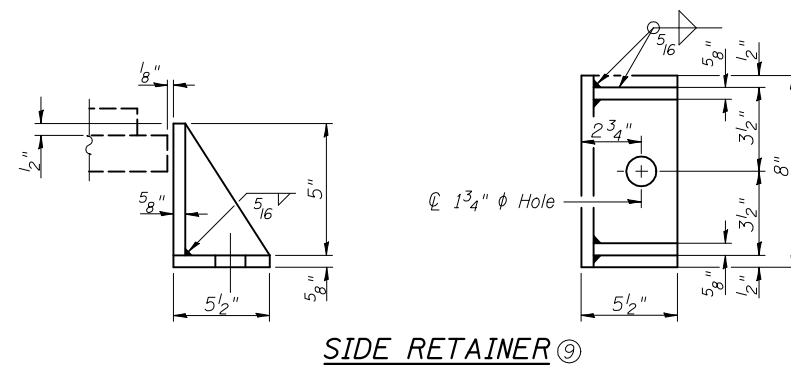
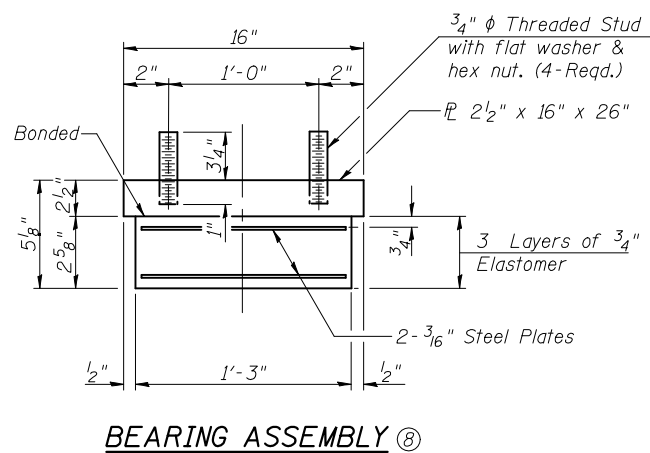
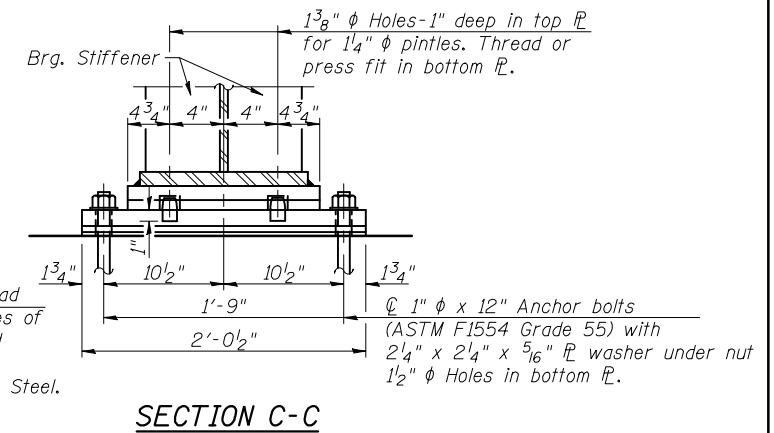
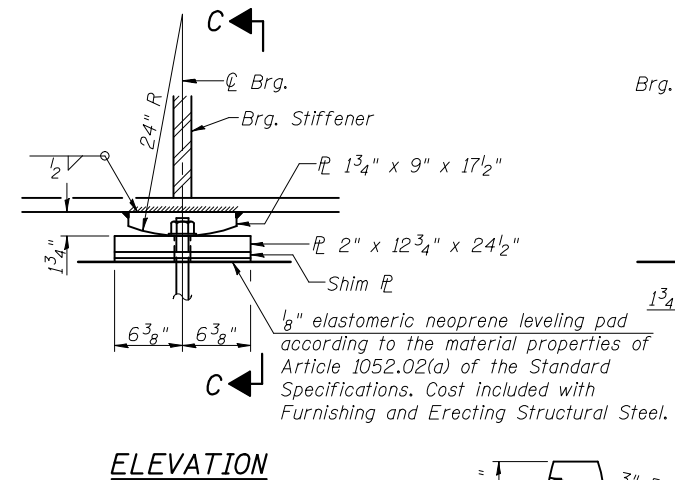
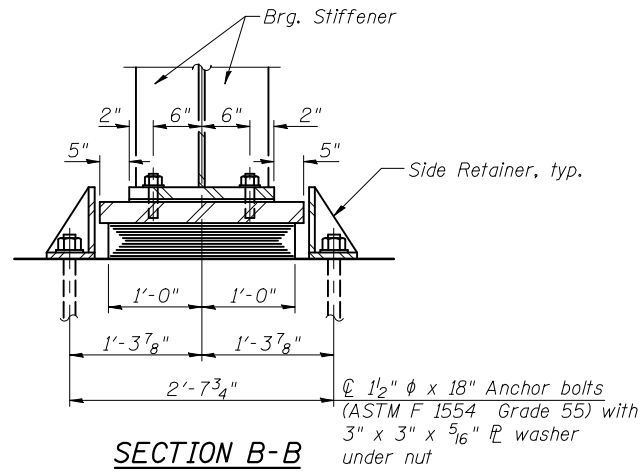
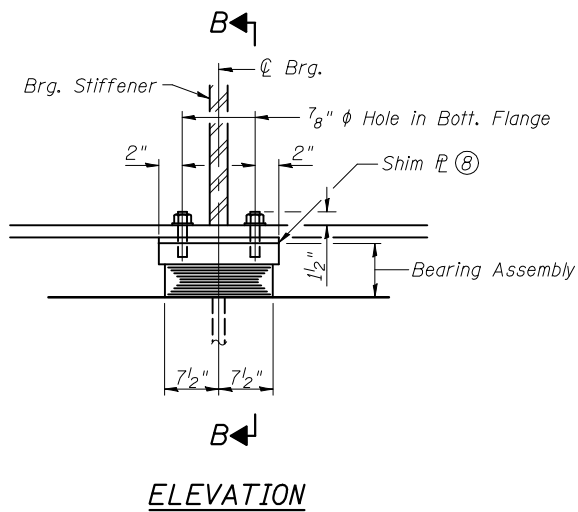
SHEET NO. 28 OF 53 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-11B-1)	JACKSON	200	87
CONTRACT NO. 78056				

ILLINOIS FED. AID PROJECT







**FIXED BEARING  
(PIERS 1, 3, & 4)**

**TYPE I ELASTOMERIC EXP. BRG.  
(PIER 2)**

- Notes:
- Anchor bolts shall be ASTM F1554 all-thread or an Engineer-approved alternate material of the grades and diameters specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
  - Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
  - Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
  - Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
  - Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
  - The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50W.
  - Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
  - Shim plates shall not be placed under Bearing Assembly.
  - Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.
  - The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.

**BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	6
Anchor Bolts, 1"	Each	36
Anchor Bolts, 1/2"	Each	12







**EAST ABUTMENT  
BILL OF MATERIAL**

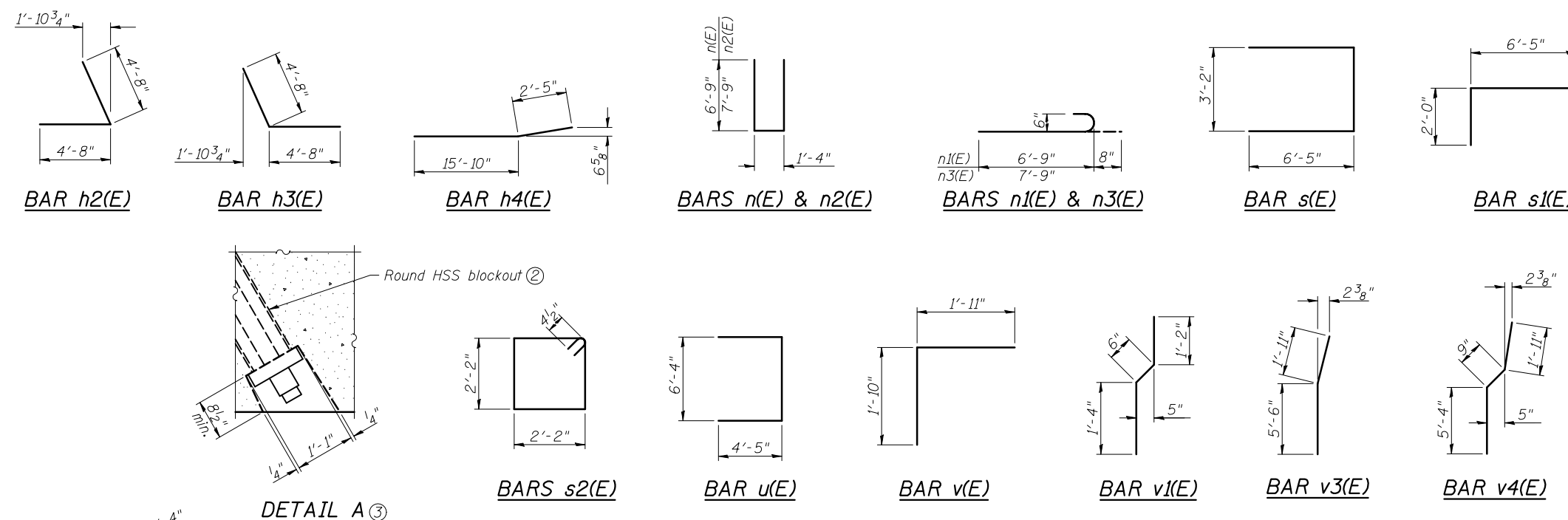
Bar	No.	Size	Length	Shape
h(E)	10	#5	43'-5"	—
h1(E)	5	#6	47'-0"	—
h2(E)	14	#5	9'-4"	L
h3(E)	14	#5	9'-4"	J
h4(E)	16	#4	18'-3"	—
h5(E)	12	#4	17'-5"	—
h6(E)	12	#4	18'-9"	—
n(E)	16	#6	14'-10"	—
n1(E)	6	#6	7'-5"	—
n2(E)	16	#6	16'-10"	—
n3(E)	6	#6	8'-5"	—
p(E)	40	#7	28'-3"	—
p1(E)	7	#4	18'-3"	—
p2(E)	7	#4	16'-7"	—
p3(E)	12	#7	20'-0"	—
s(E)	152	#4	16'-0"	—
s1(E)	34	#4	10'-5"	—
s2(E)	56	#4	9'-5"	—
u(E)	9	#6	15'-2"	—
v(E)	59	#5	3'-9"	—
v1(E)	44	#4	3'-0"	—
v2(E)	38	#6	7'-6"	—
v3(E)	6	#6	7'-5"	—
v4(E)	32	#6	8'-0"	—
v5(E)	44	#5	6'-0"	—
v6(E)	44	#5	7'-4"	—
Structure Excavation		Cu. Yd.	335	
Concrete Structures		Cu. Yd.	84.9	
Concrete Encasement		Cu. Yd.	9.3	
Reinforcement Bars, Epoxy Coated		Pound	9,660	
Furnishing Steel Piles HP14x89		Foot	1,504	
Driving Piles		Foot	1,504	
Test Pile Steel HP14x89		Each	1	
Concrete Sealer		Sq. Ft.	508	

**PILE DATA**

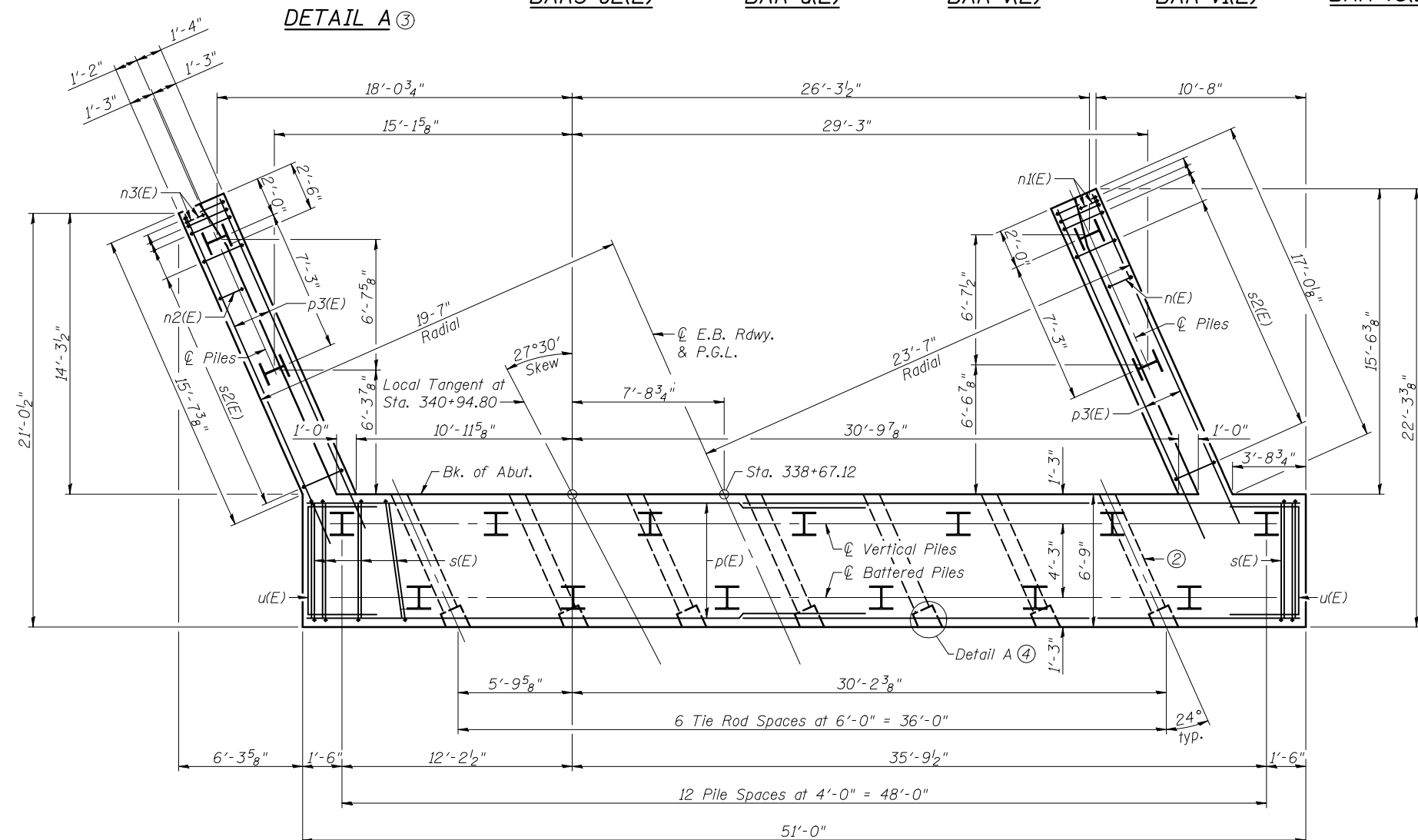
Type: Steel HP 14x89  
 Nominal Required Bearing: 705 kips  
 Factored Resistance Available: 390 kips  
 Est. Length: 94 ft  
 No. Production Piles: 16  
 No. Test Piles: 1

**Notes:**

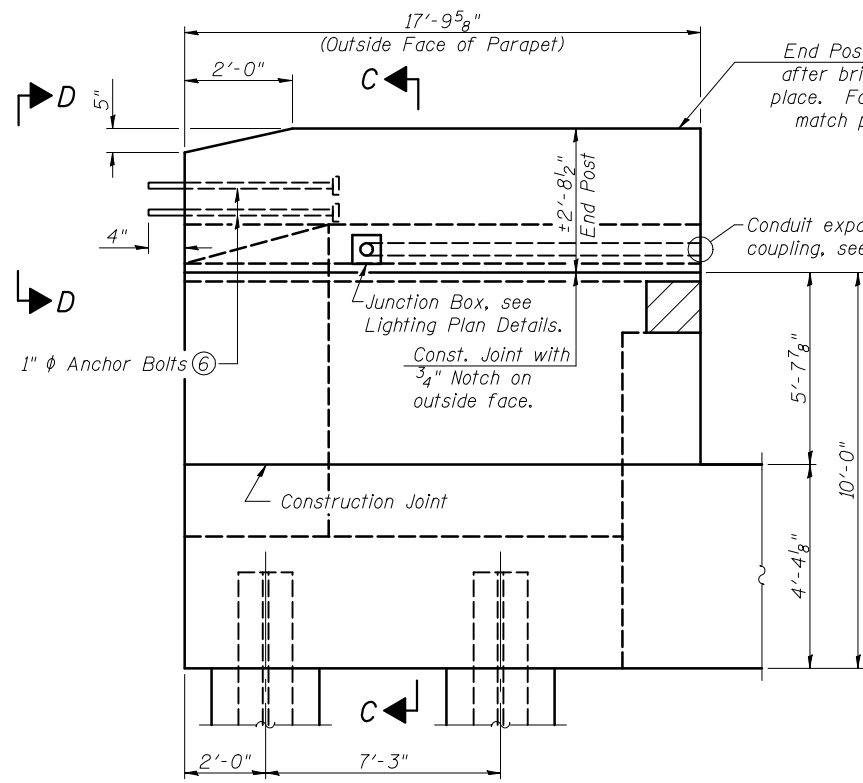
- For details of piles and Concrete Encasement, see sheet 46 of 53.
- Round HSS9.625x0.188 conforming to the requirements of ASTM A500 Grade B cast into cap for Tie Rod blockouts. Cost included with Concrete Structures. Adjust location as necessary to miss anchor bolts and adjust corresponding approach bent location.
- For details of Tie Rod, see sheet 39 of 53.
- Cut piles as necessary to provide clearance for blockouts.



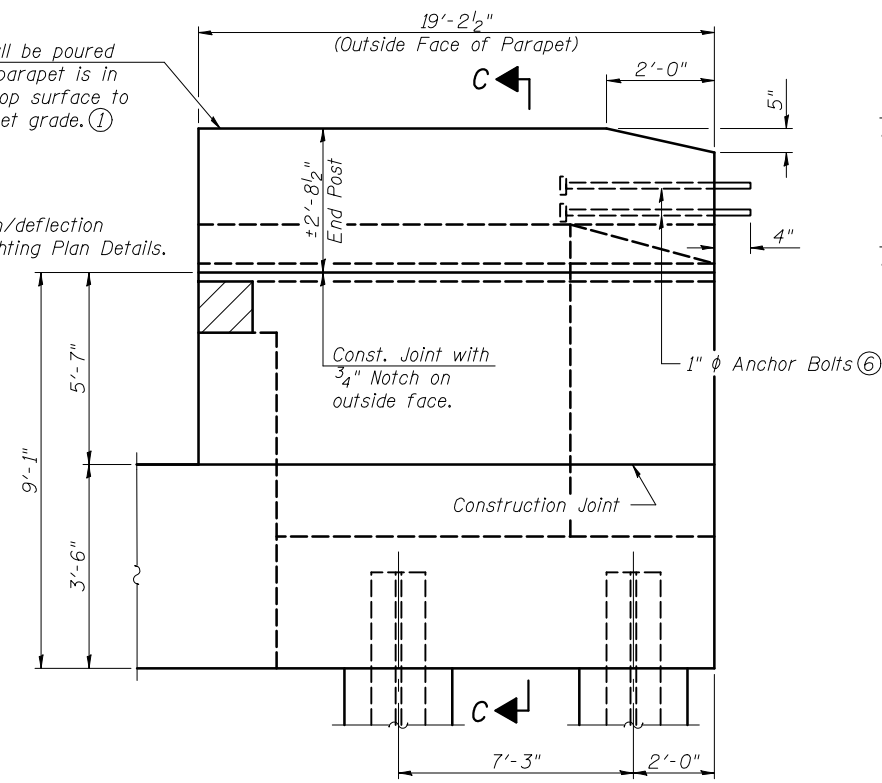
**DETAIL A ③**



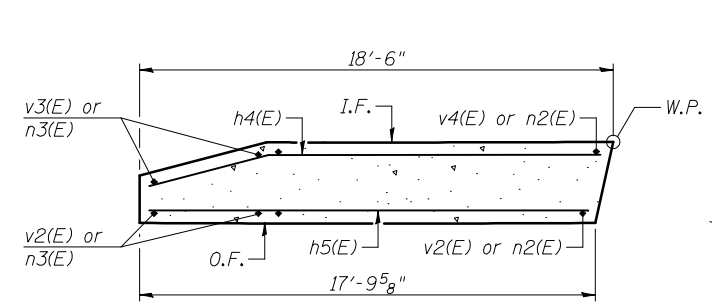
**PLAN-PILE CAP**



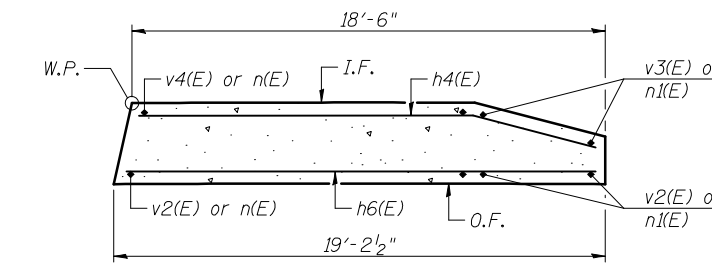
**NORTH WINGWALL ELEVATION**  
Showing Dimensions (Looking South)



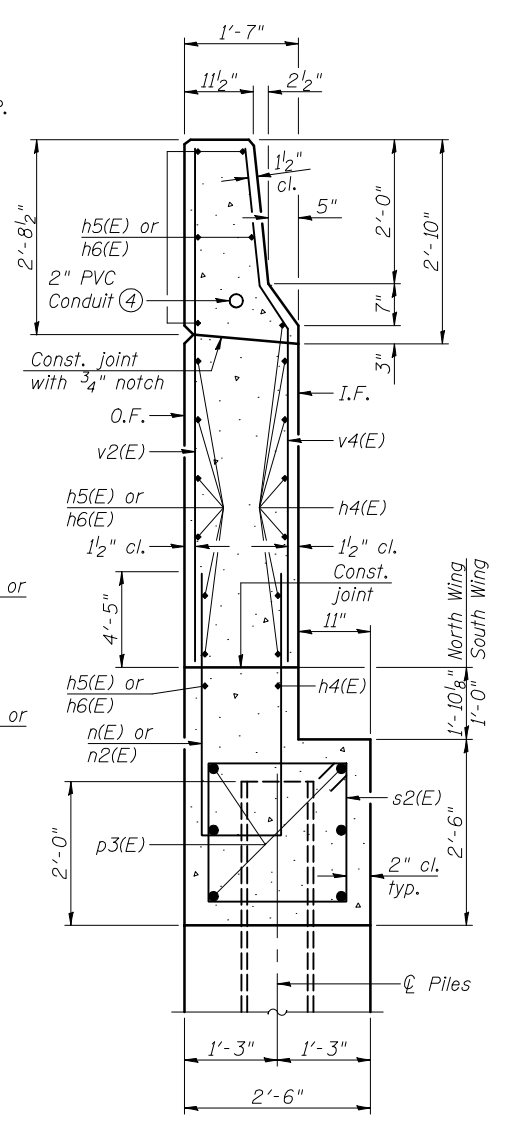
**SOUTH WINGWALL ELEVATION**  
Showing Dimensions (Looking North)



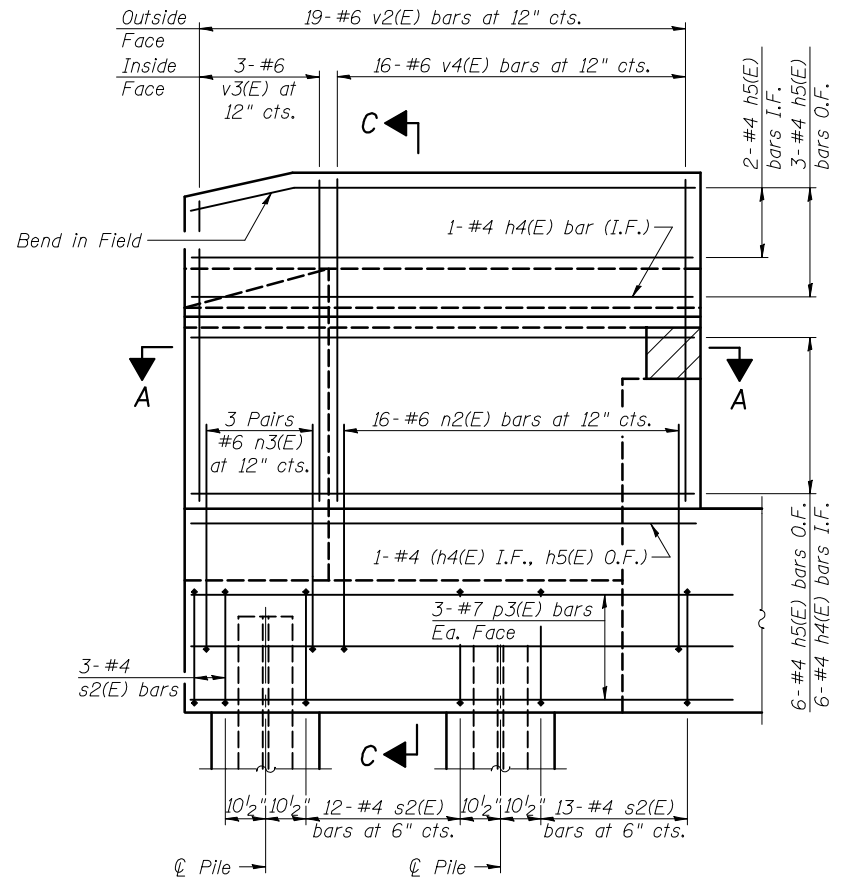
**SECTION A-A**



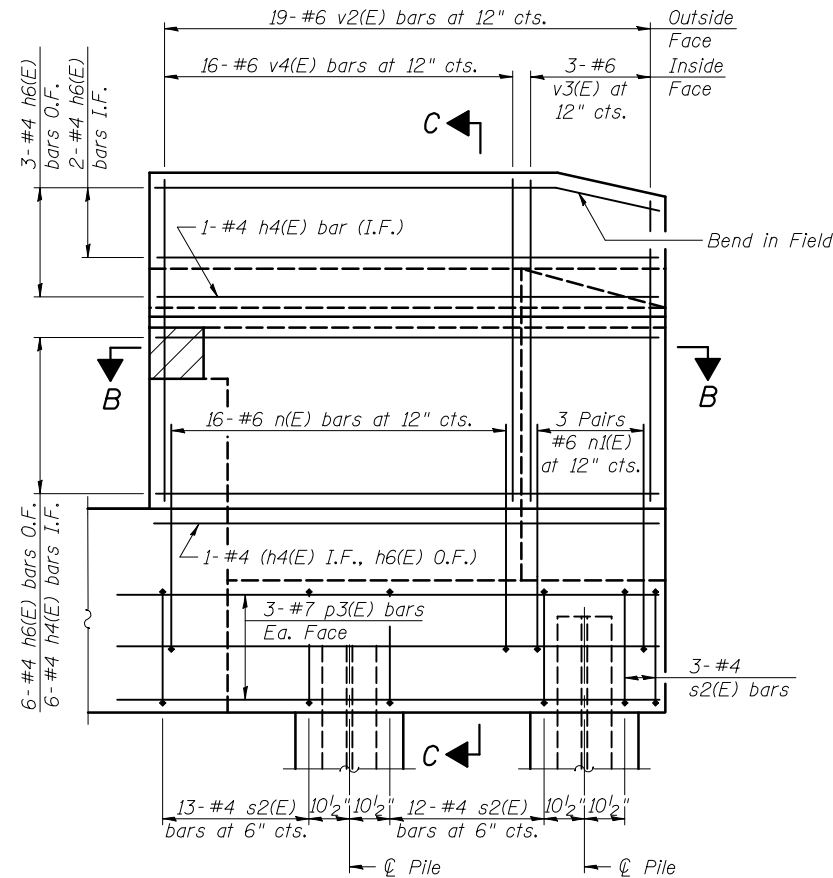
**SECTION B-B**



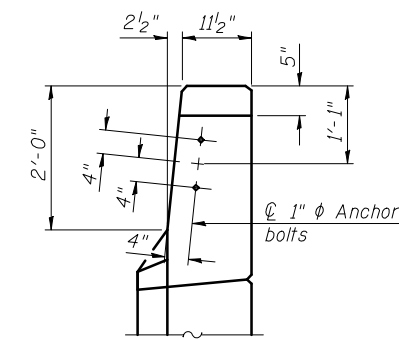
**SECTION C-C**



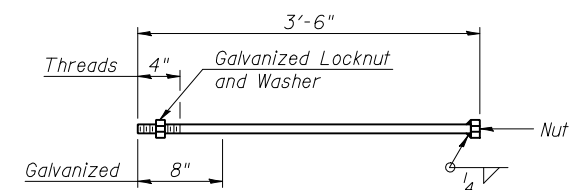
**NORTH WINGWALL ELEVATION**  
Showing Reinforcement (Looking South)



**SOUTH WINGWALL ELEVATION**  
Showing Reinforcement (Looking North)



**VIEW D-D**  
(Showing North Wingwall, South Wingwall similar)



**1\"/>**

- Notes:
- Quantity of concrete in end post included with Concrete Superstructure on sheet 17 of 53.
  - For Concrete Encasement details, see sheet 46 of 53.
  - I.F. denotes inside face and O.F. denotes outside face.
  - Conduit in North Wingwall only. Conduit shall have a minimum 1/2" clearance from all reinforcement. See Lighting Plan Details for additional requirements.
  - Conduit not shown for clarity.
  - Cost included with Concrete Superstructure on sheet 17 of 53.
  - Hatched area to be poured after superstructure falsework has been removed.



USER NAME =  
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PLOT SCALE =  
DRAWN - JAD  
PLOT DATE =  
DESIGNED - JAD  
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CHECKED - DGL  
DRAWN - JAD  
CHECKED - MAG

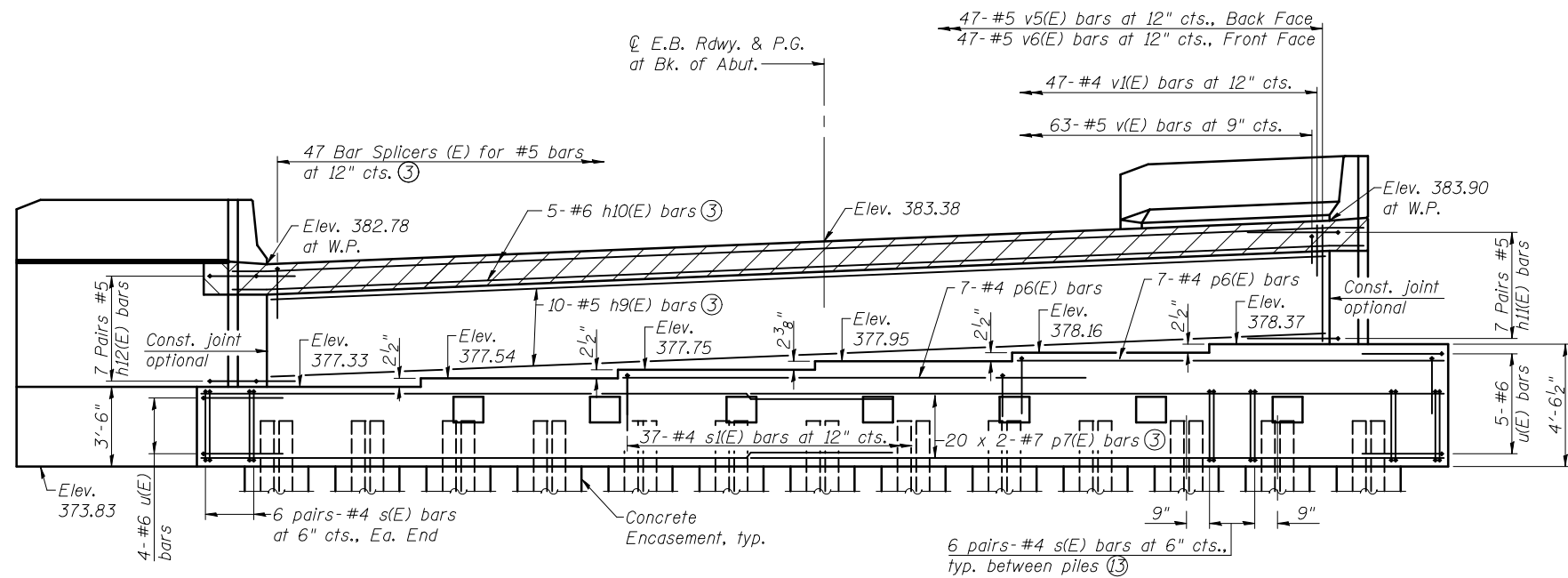
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DEPARTMENT OF TRANSPORTATION**

**EAST ABUTMENT DETAILS  
STRUCTURE NO. 039-0075 (E.B.)**

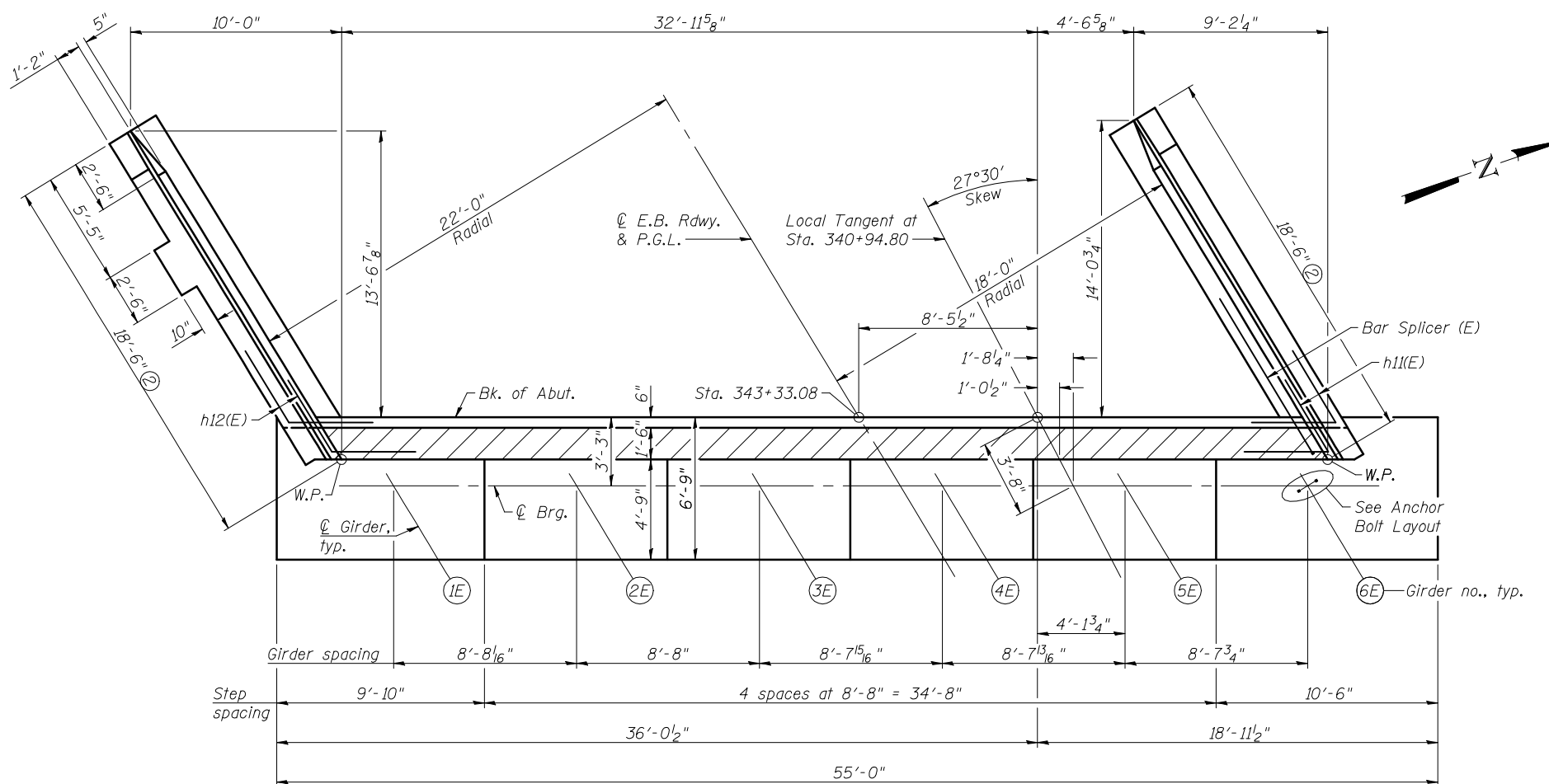
SHEET NO. 35 OF 53 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	94
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

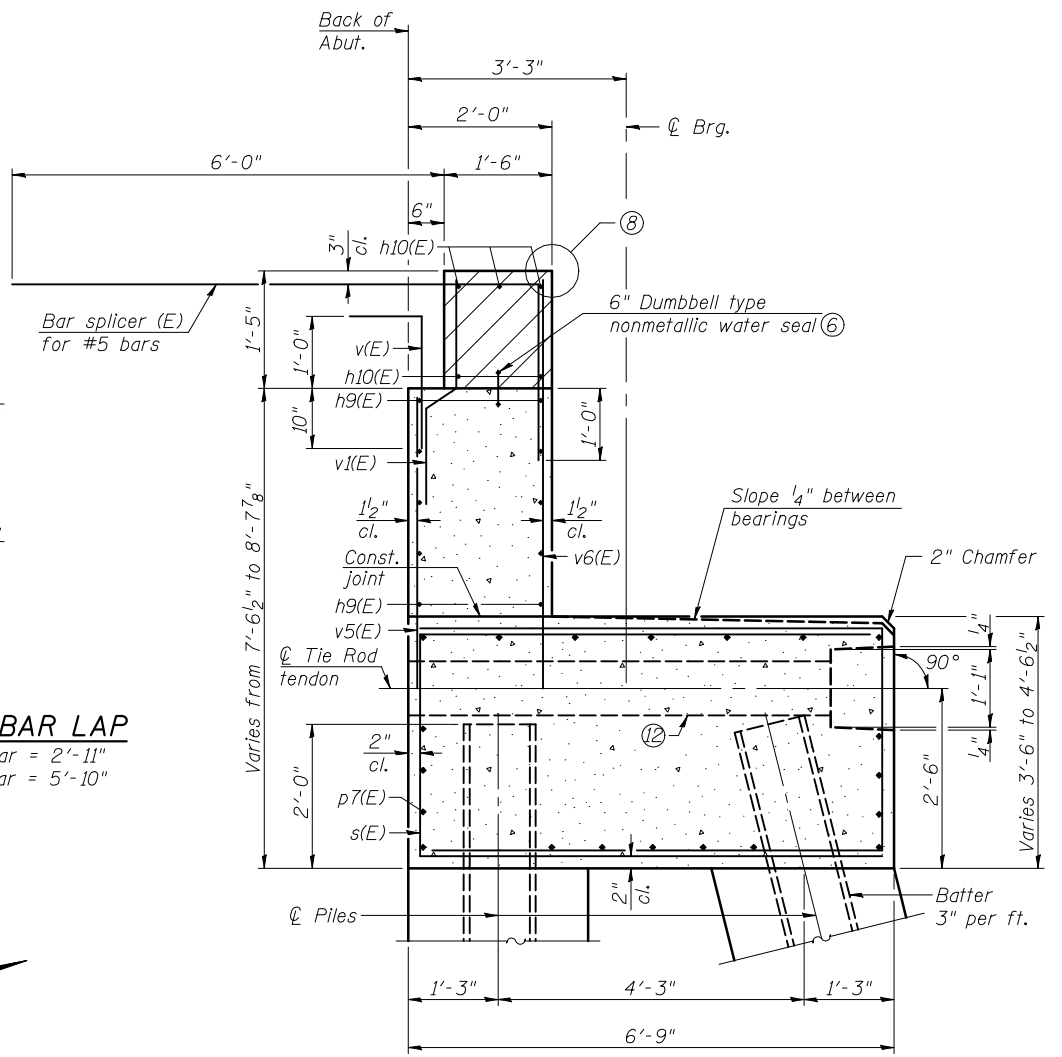


**ELEVATION**

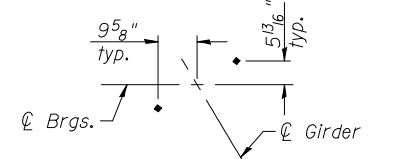
**MIN. BAR LAP**  
 #4 bar = 2'-11"  
 #7 bar = 5'-10"



**TOP VIEW**



**SEC. THRU ABUT.**



**ANCHOR BOLT LAYOUT**

- Notes:
- ① For details of Bar Splicers, see sheet 47 of 53.
  - ② Wingwall length is along front face of end post.
  - ③ For bar locations, see Sec. Thru Abut.
  - ④ Space reinforcement in cap to miss anchor bolts.
  - ⑤ Hatched area to be poured after superstructure falsework has been removed. Cost of concrete included with Concrete Superstructure on sheet 17 of 53.
  - ⑥ 6" Dumbbell type nonmetallic water seal shall be in accordance with Sections 503.12 and 1054 of the Standard Specifications. Cost included with Concrete Structures.
  - ⑦ Pour steps monolithically with cap.
  - ⑧ For Expansion Joint details, see sheet 24 of 53.
  - ⑨ Expansion joint details for skews greater than 30°, as shown on sheet 24 of 53, are applicable for the West Abutment.
  - ⑩ The abutments shall have all exposed surfaces of backwalls, bridge seats, and front faces of pile caps treated with Concrete Sealer.
  - ⑪ Bars indicated thus 20 x 2-#7 etc. indicates 20 lines of bars with 2 lengths per line.
  - ⑫ Round HSS blockouts cast into cap for Tie Rod. For additional details, see sheet 37 of 53.
  - ⑬ Adjust orientation of pairs of s(E) bars as needed to miss piles and round HSS blockouts by varying bar lap.

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**DEPARTMENT OF TRANSPORTATION**

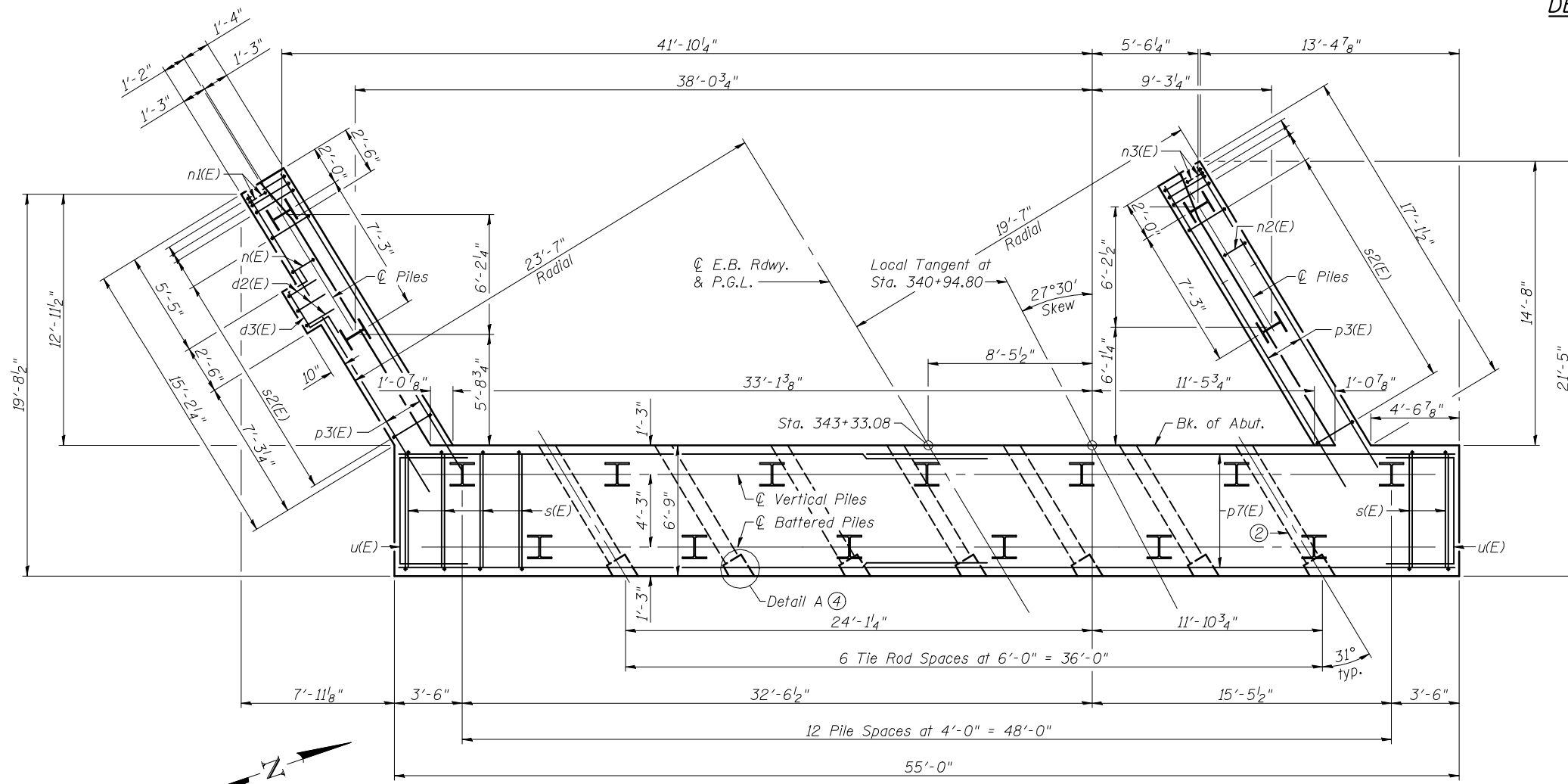
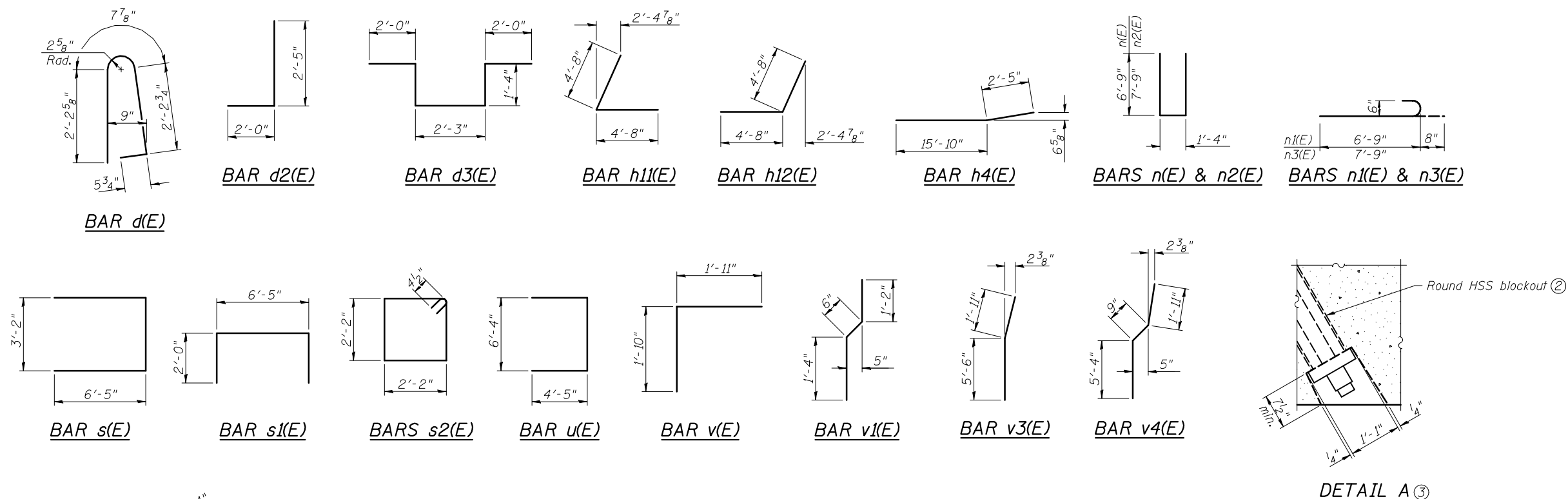
**WEST ABUTMENT DETAILS**  
**STRUCTURE NO. 039-0075 (E.B.)**

SHEET NO. 36 OF 53 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-11B-1)	JACKSON	200	95
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

**WEST ABUTMENT  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d(E)	8	#5	5'-7"	┘
d2(E)	3	#6	4'-5"	┘
d3(E)	11	#6	8'-11"	┘
h4(E)	16	#4	18'-3"	—
h5(E)	12	#4	17'-5"	—
h6(E)	12	#4	18'-9"	—
h9(E)	10	#5	46'-4"	—
h10(E)	5	#6	50'-0"	—
h11(E)	14	#5	9'-4"	L
h12(E)	14	#5	9'-4"	J
n(E)	21	#6	14'-10"	┘
n1(E)	6	#6	7'-5"	┘
n2(E)	16	#6	16'-10"	┘
n3(E)	6	#6	8'-5"	┘
p3(E)	12	#7	20'-0"	—
p6(E)	14	#4	18'-10"	—
p7(E)	40	#7	30'-3"	—
s(E)	168	#4	16'-0"	┘
s1(E)	37	#4	10'-5"	┘
s2(E)	56	#4	9'-5"	┘
u(E)	9	#6	15'-2"	┘
v(E)	63	#5	3'-9"	┘
v1(E)	47	#4	3'-0"	┘
v2(E)	46	#6	7'-6"	—
v3(E)	6	#6	7'-5"	—
v4(E)	37	#6	8'-0"	—
v5(E)	47	#5	6'-0"	—
v6(E)	47	#5	7'-4"	—
Structure Excavation			Cu. Yd.	354
Concrete Structures			Cu. Yd.	91.1
Concrete Encasement			Cu. Yd.	9.3
Reinforcement Bars, Epoxy Coated			Pound	10,620
Furnishing Steel Piles HP14x89			Foot	1,456
Driving Piles			Foot	1,456
Test Pile Steel HP14x89			Each	1
Concrete Sealer			Sq. Ft.	554



**PILE DATA**

Type: Steel HP 14x89  
 Nominal Required Bearing: 705 kips  
 Factored Resistance Available: 390 kips  
 Est. Length: 91 ft  
 No. Production Piles: 16  
 No. Test Piles: 1

- Notes:
- For details of piles and Concrete Encasement, see sheet 46 of 53.
  - Round HSS9.625x0.188 conforming to the requirements of ASTM A500 Grade B cast into cap for Tie Rod blockouts. Cost included with Concrete Structures. Adjust location as necessary to miss anchor bolts and adjust corresponding approach bent location.
  - For details of Tie Rod, see sheet 39 of 53.
  - Cut piles as necessary to provide clearance for blockouts.



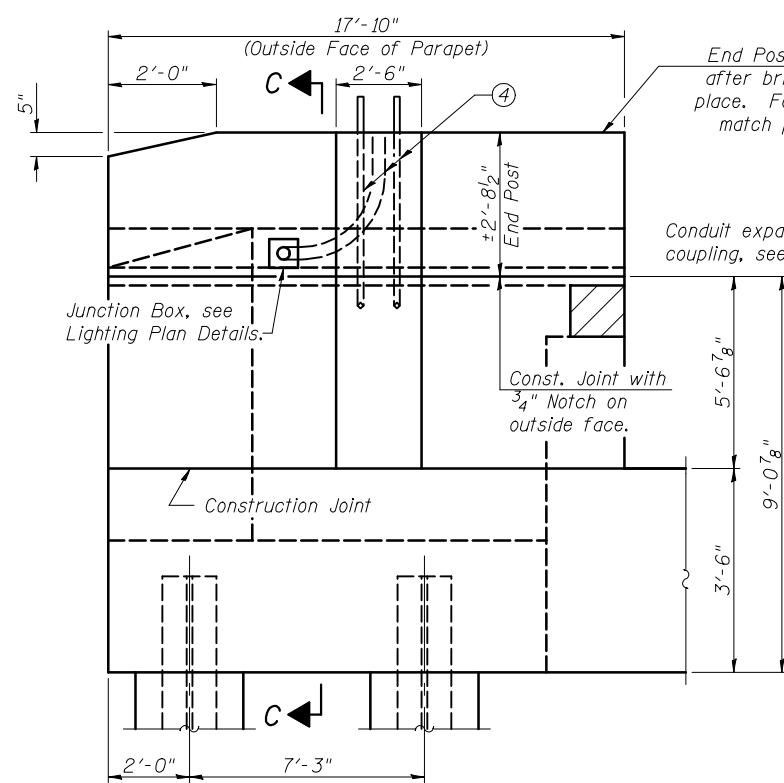
USER NAME =	DESIGNED - JAD	REVISED -
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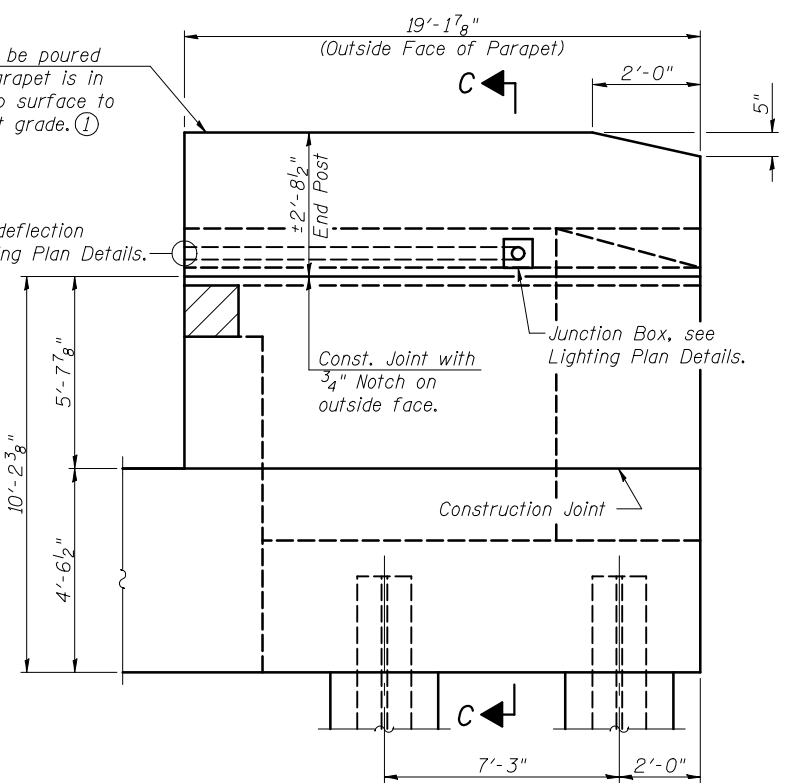
**WEST ABUTMENT DETAILS  
STRUCTURE NO. 039-0075 (E.B.)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-11B-1)	JACKSON	200	96
CONTRACT NO. 78056				

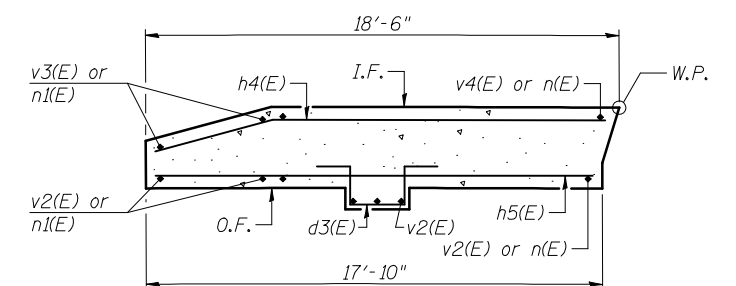




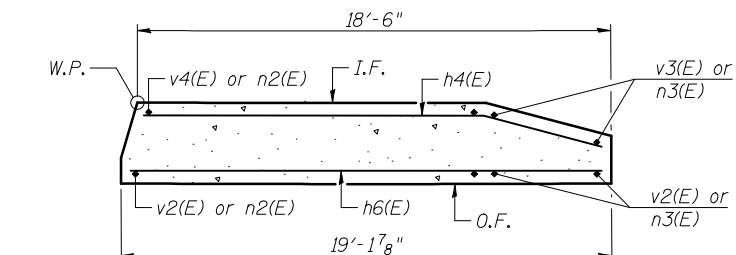
**SOUTH WINGWALL ELEVATION**  
Showing Dimensions (Looking North)



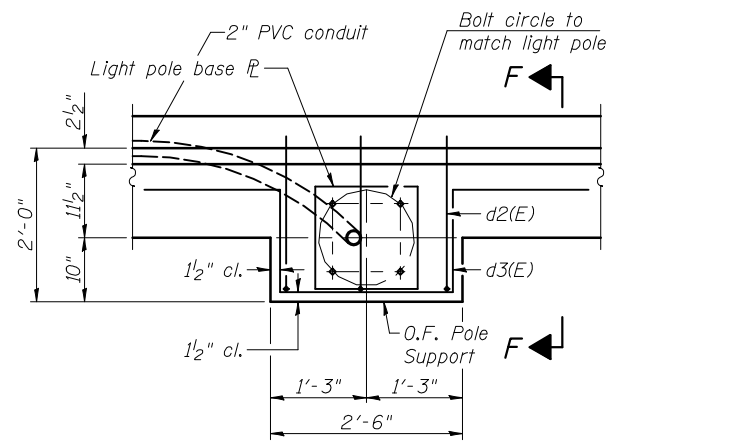
**NORTH WINGWALL ELEVATION**  
Showing Dimensions (Looking South)



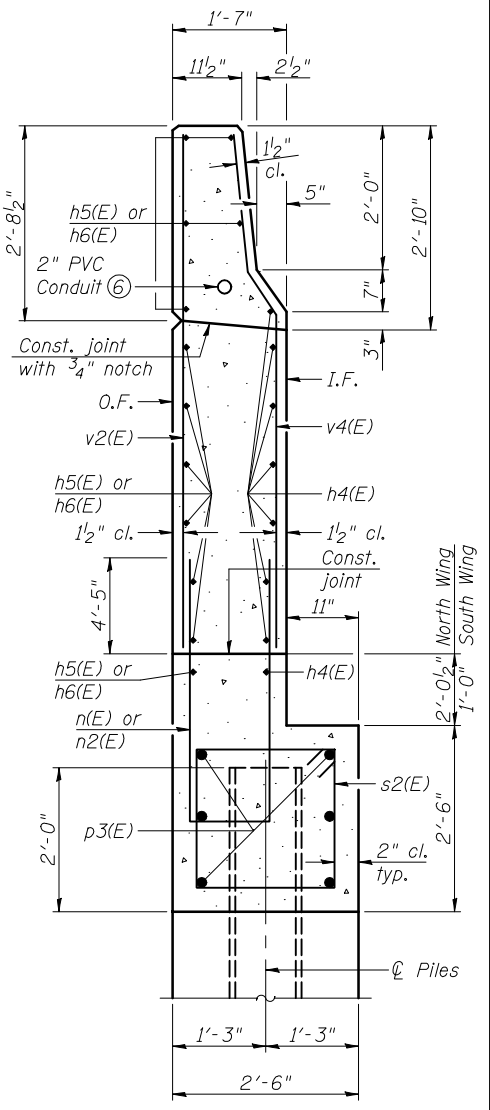
**SECTION A-A**



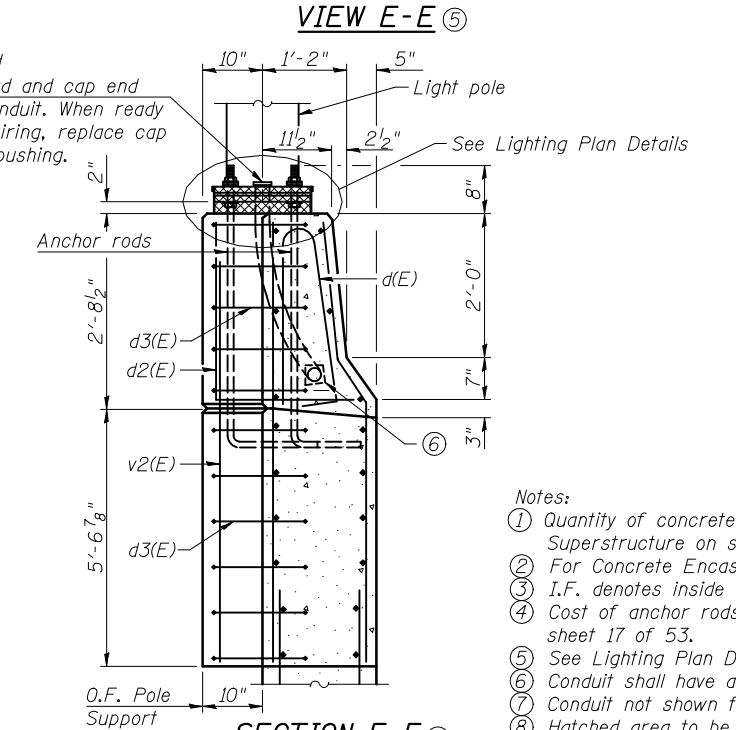
**SECTION B-B**



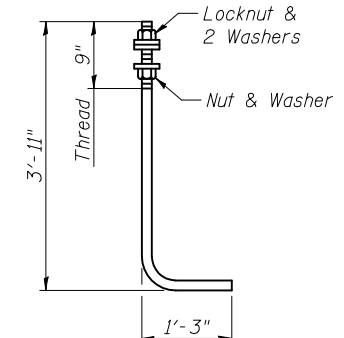
**VIEW E-E**



**SECTION C-C**

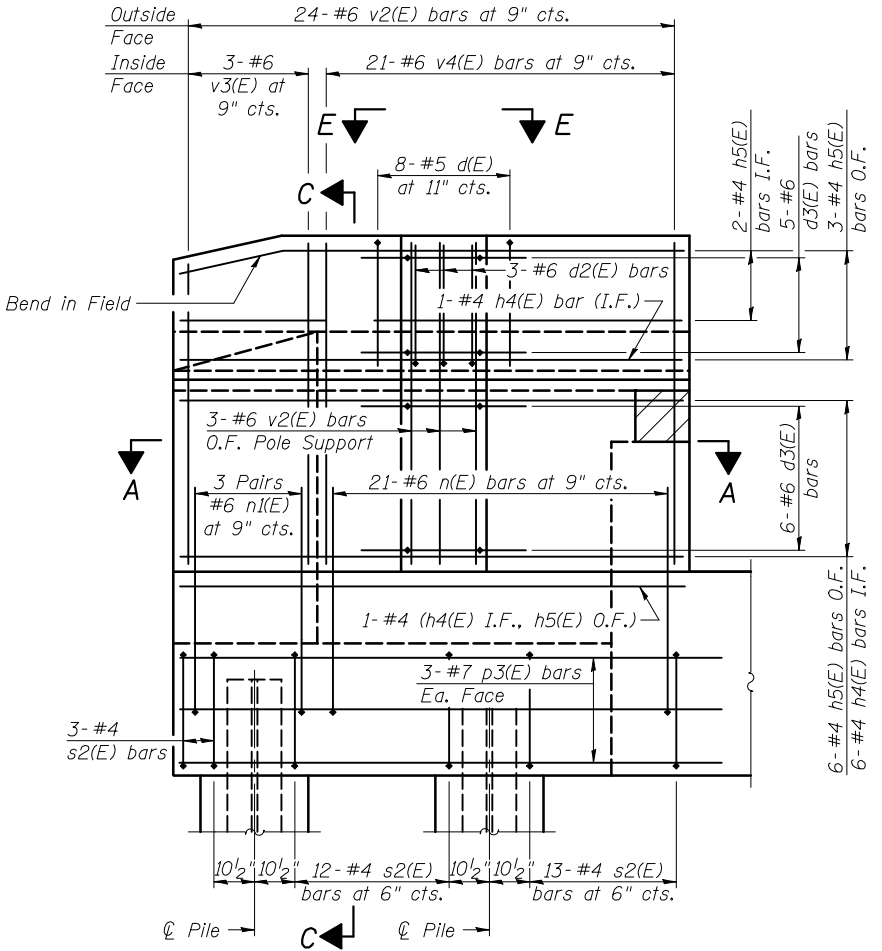


**SECTION F-F**  
(One location)

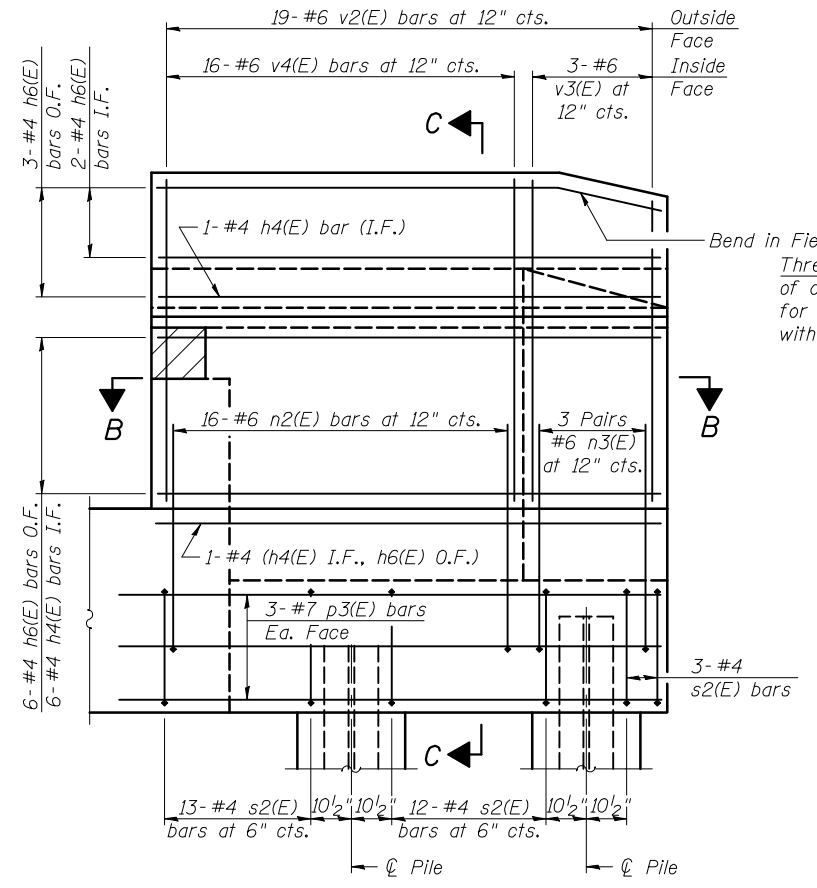


**ANCHOR ROD**

Diameter as specified for light poles.  
(ASTM F 1554 Grade 105)



**SOUTH WINGWALL ELEVATION**  
Showing Reinforcement (Looking North)



**NORTH WINGWALL ELEVATION**  
Showing Reinforcement (Looking South)

- Notes:
- Quantity of concrete in end post included with Concrete Superstructure on sheet 17 of 53.
  - For Concrete Encasement details, see sheet 46 of 53.
  - I.F. denotes inside face and O.F. denotes outside face.
  - Cost of anchor rods is included with Concrete Superstructure on sheet 17 of 53.
  - See Lighting Plan Details for dimensions and requirements not shown.
  - Conduit shall have a minimum 1 1/2" clearance from all reinforcement.
  - Conduit not shown for clarity.
  - Hatched area to be poured after superstructure falsework has been removed.



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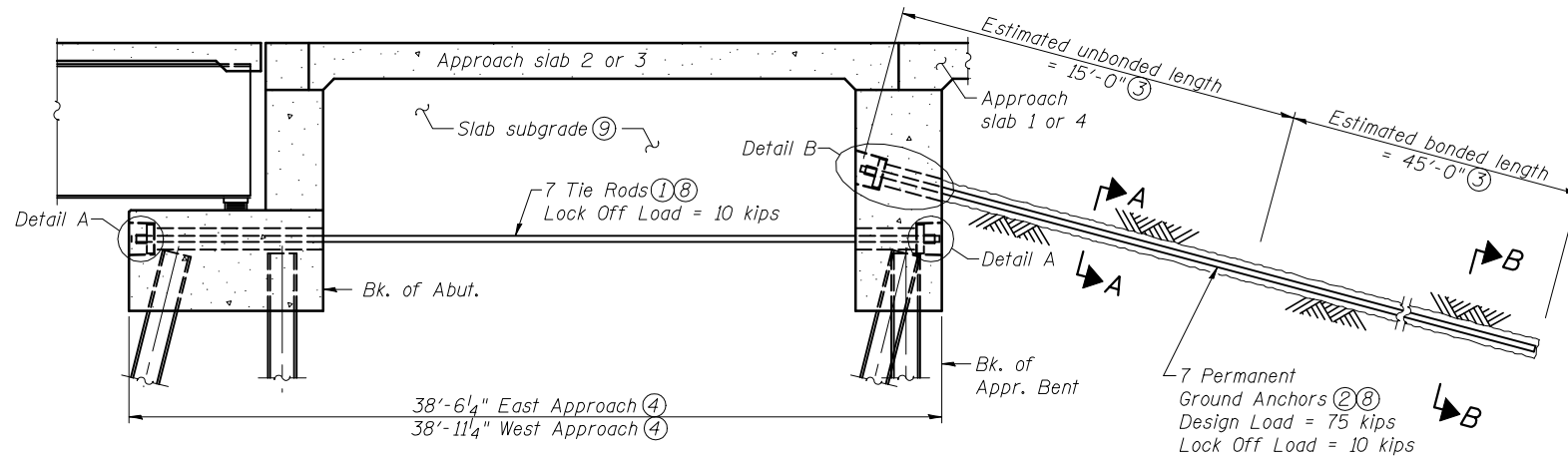
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**WEST ABUTMENT DETAILS  
STRUCTURE NO. 039-0075 (E.B.)**

SHEET NO. 38 OF 53 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-11B-1)	JACKSON	200	97
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				

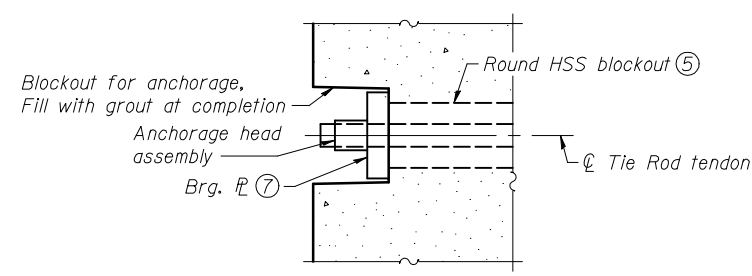


**ABUTMENT**

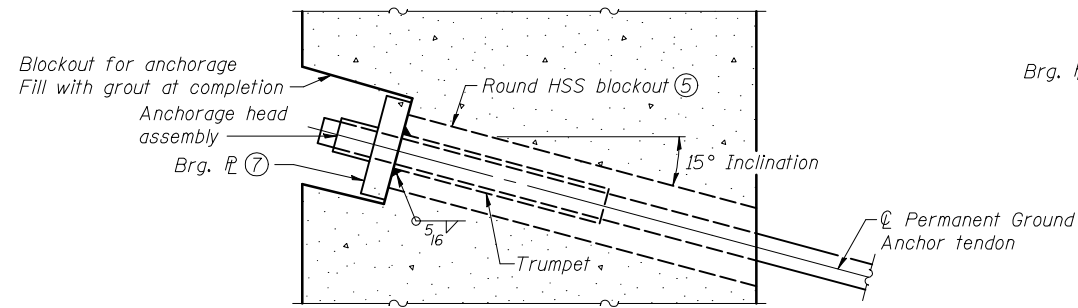
**APPROACH BENT**

**SEQUENCE OF ABUTMENT & APPROACH BENT SYSTEM CONSTRUCTION**

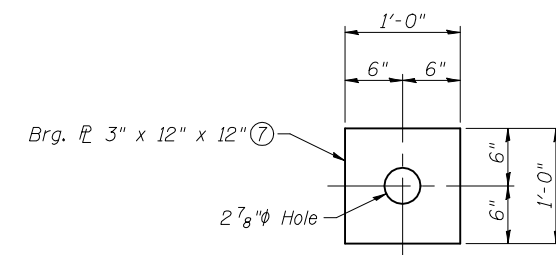
1. Construct abutments and approach bents.
2. Install Tie Rod assemblies. Apply a 10 kip tensile load to each Tie Rod and transfer load to anchorage device in accordance with the Special Provisions.
3. Grout Tie Rod anchorage head assembly and round HSS blockout.
4. Backfill behind approach bent.
5. Install Permanent Ground Anchor system and load test in accordance with the Special Provisions. Reduce test load to specified lock off load and transfer load to anchorage device.
6. Grout Permanent Ground Anchor anchorage head assembly and round HSS blockout if not previously grouted.
7. Backfill between abutment and approach bent as required and construct approach slabs.



**DETAIL A**



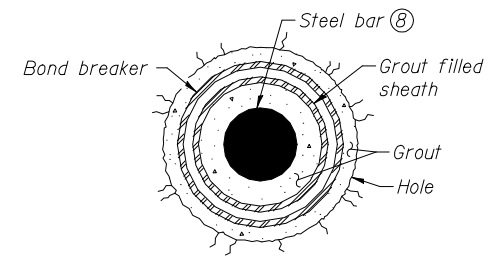
**DETAIL B**



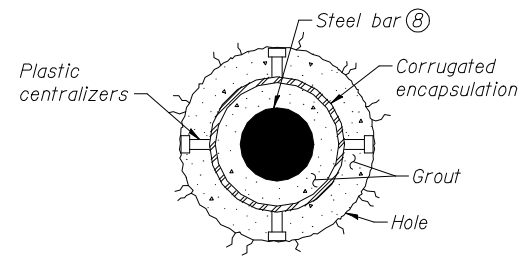
**BEARING PLATE**

**BILL OF MATERIAL**

Item	Unit	Quantity
Permanent Ground Anchor	Each	14
Tie Rod	Each	14



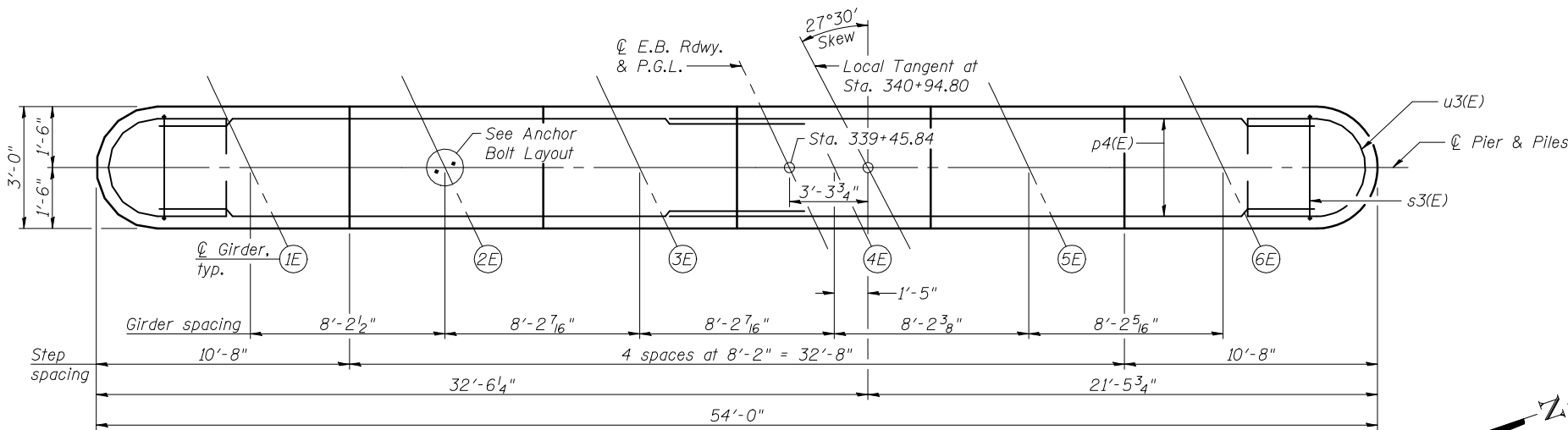
**SECTION A-A**



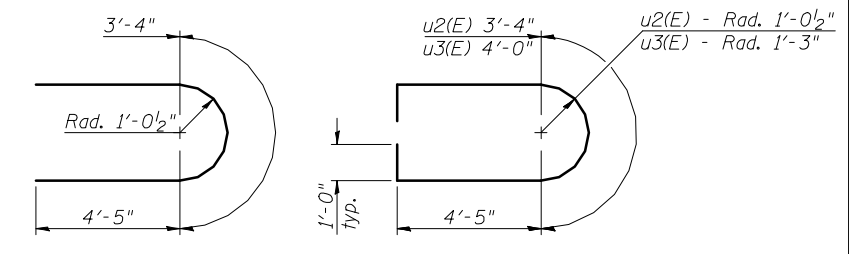
**SECTION B-B**

**Notes:**

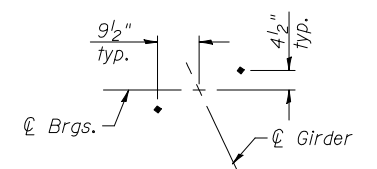
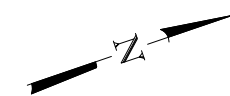
- ① For Tie Rod spacing, see Abutment and Approach Bent details. Self weight of Tie Rod tendon shall be supported its entire length before tendons are stressed.
- ② For Permanent Ground Anchor spacing, see Approach Bent Details.
- ③ Actual length as required by Contractor design.
- ④ Length measured along  $\phi$  Tie Rod.
- ⑤ For round HSS blockout details, see Abutment and Approach Bent details. Fill round HSS blockout with grout after completion.
- ⑥ The design of the Tie Rod tendon and Permanent Ground Anchor tendon is based on deflection requirements. Substitution of a smaller diameter or material other than those specified will not be allowed.
- ⑦ The structural steel bearing plates shall conform to the requirements of AASHTO M 270 Grade 50.
- ⑧ Round solid steel bars conforming to the requirements of AASHTO M 275 Grade 150 with a nominal diameter of 2 1/2" shall be used for the tendons of both the Tie Rod and the Permanent Ground Anchor.
- ⑨ For subgrade below slab, see Section Thru Pile Supported Stub Abutment on sheet 2 of 53 and Section A-A on sheets 20 and 23 of 53.



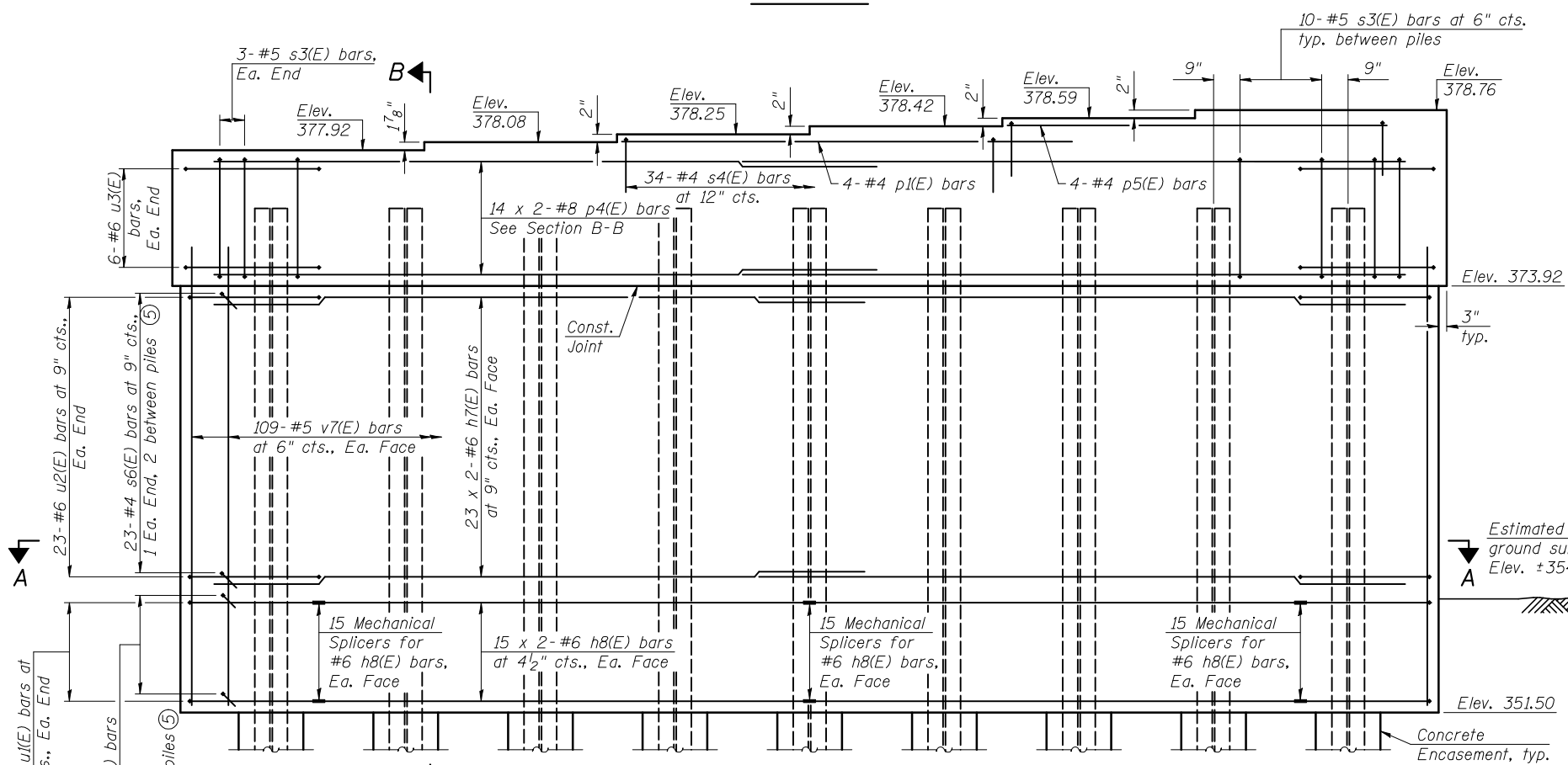
TOP PLAN



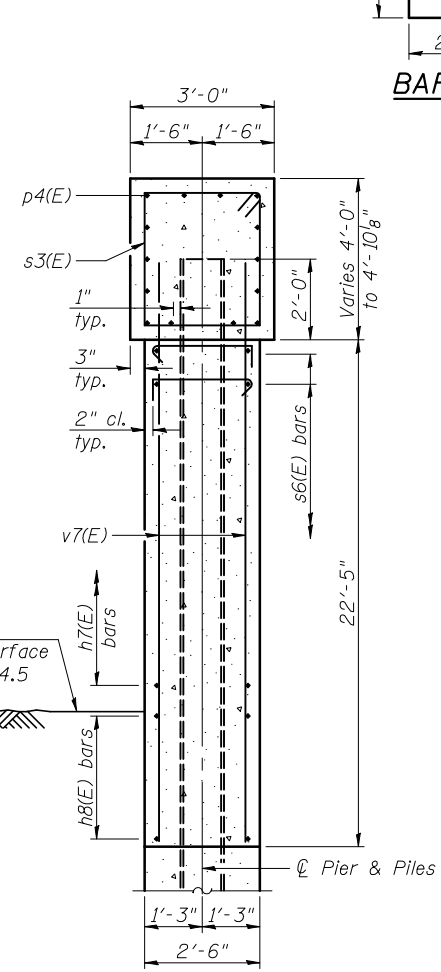
BAR u1(E)  
BARS u2(E) & u3(E)  
BAR s3(E)  
BAR s4(E)  
BAR s6(E)



ANCHOR BOLT LAYOUT



ELEVATION  
(Looking West)



SECTION B-B

MIN. BAR LAP  
#8 bar = 7'-8"  
#6 bar = 4'-5"

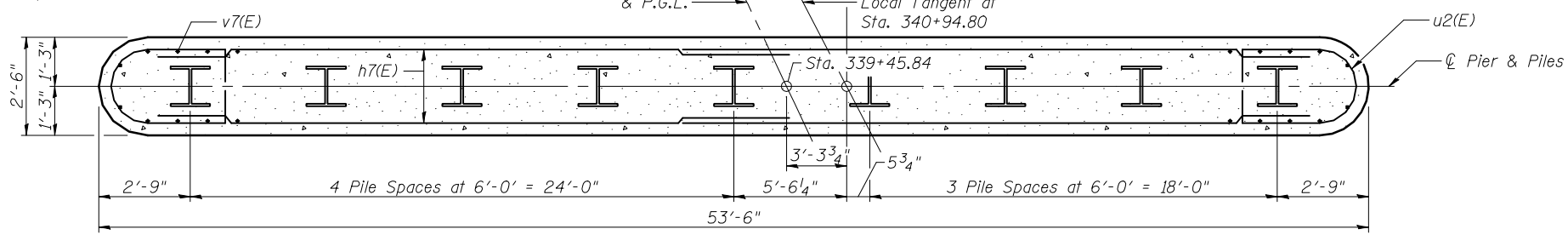
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h7(E)	92	#6	27'-9"	—
h8(E)	60	#6	21'-1"	—
p4(E)	4	#4	18'-3"	—
s4(E)	28	#8	29'-4"	—
p5(E)	4	#4	16'-11"	—
s3(E)	86	#5	13'-7"	□
s4(E)	34	#4	6'-8"	□
s5(E)	-	-	-	-
s6(E)	924	#4	3'-3"	┌
u1(E)	30	#6	12'-2"	U
u2(E)	46	#6	14'-2"	UU
u3(E)	12	#6	14'-10"	UU
v7(E)	218	#5	24'-2"	—
Structure Excavation		Cu. Yd.	42	
Concrete Structures		Cu. Yd.	136.1	
Concrete Encasement		Cu. Yd.	4.9	
Reinforcement Bars, Epoxy Coated		Pound	18,690	
Furnishing Steel Piles HP14x73		Foot	720	
Driving Piles		Foot	720	
Test Pile Steel HP14x73		Each	1	
Mechanical Splicers		Each	90	

PILE DATA

Type: Steel HP14x73  
Nominal Required Bearing: 578 kips  
Factored Resistance Available: 320 kips  
Est. Length: 90 ft  
No. Production Piles: 8  
No. Test Piles: 1

- Notes:
- ① Pour steps monolithically with cap.
  - ② For details of Mechanical Splicers, see sheet 47 of 53.
  - ③ For details of piles and Concrete Encasement, see sheet 46 of 53.
  - ④ Space reinforcement in cap to miss anchor bolts.
  - ⑤ Alternate s6(E) bars end for end as shown in Section B-B.
  - ⑥ Bars indicated thus 14 x 2-#8 etc. indicates 14 lines of bars with 2 lengths per line.



SECTION A-A



USER NAME =	DESIGNED - JAD	REVISED -
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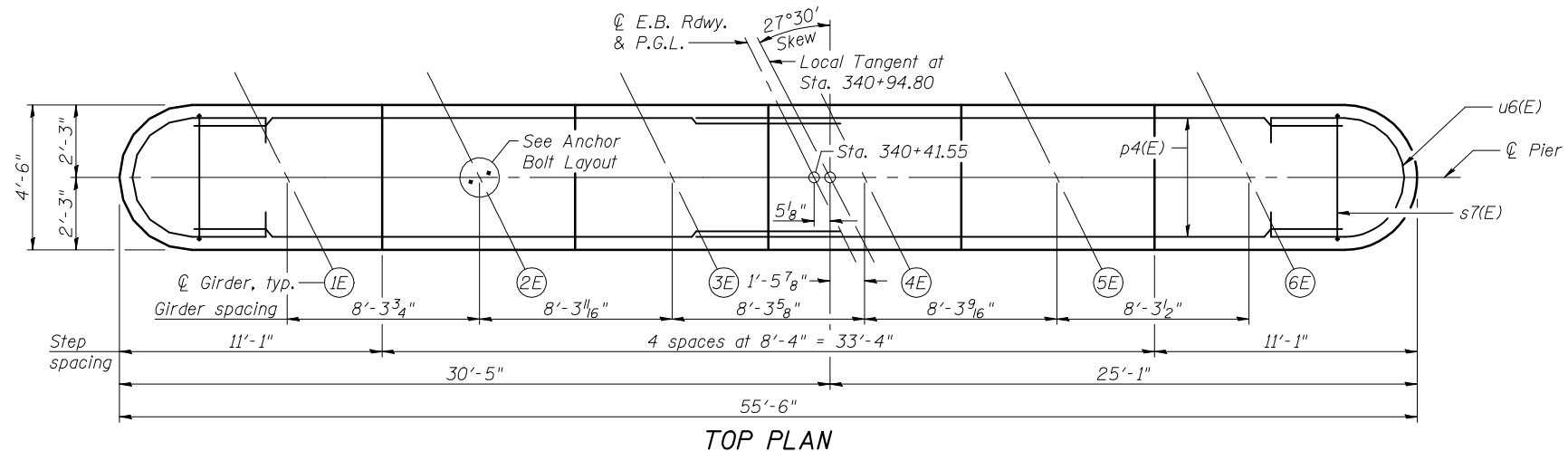
STATE OF ILLINOIS  
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PIER 1 DETAILS  
STRUCTURE NO. 039-0075 (E.B.)

SHEET NO. 40 OF 53 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-11B-1)	JACKSON	200	99
CONTRACT NO. 78056				

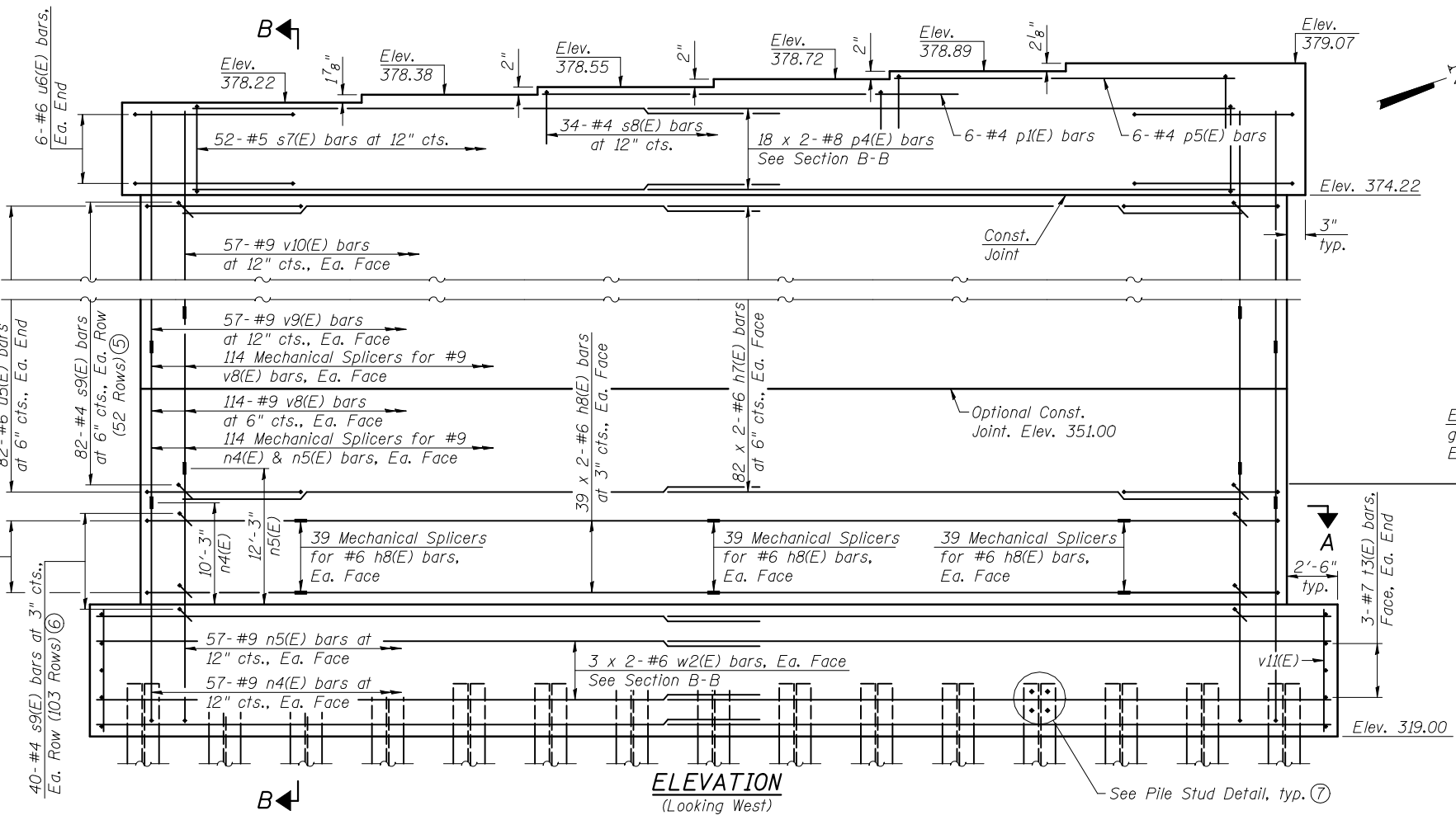
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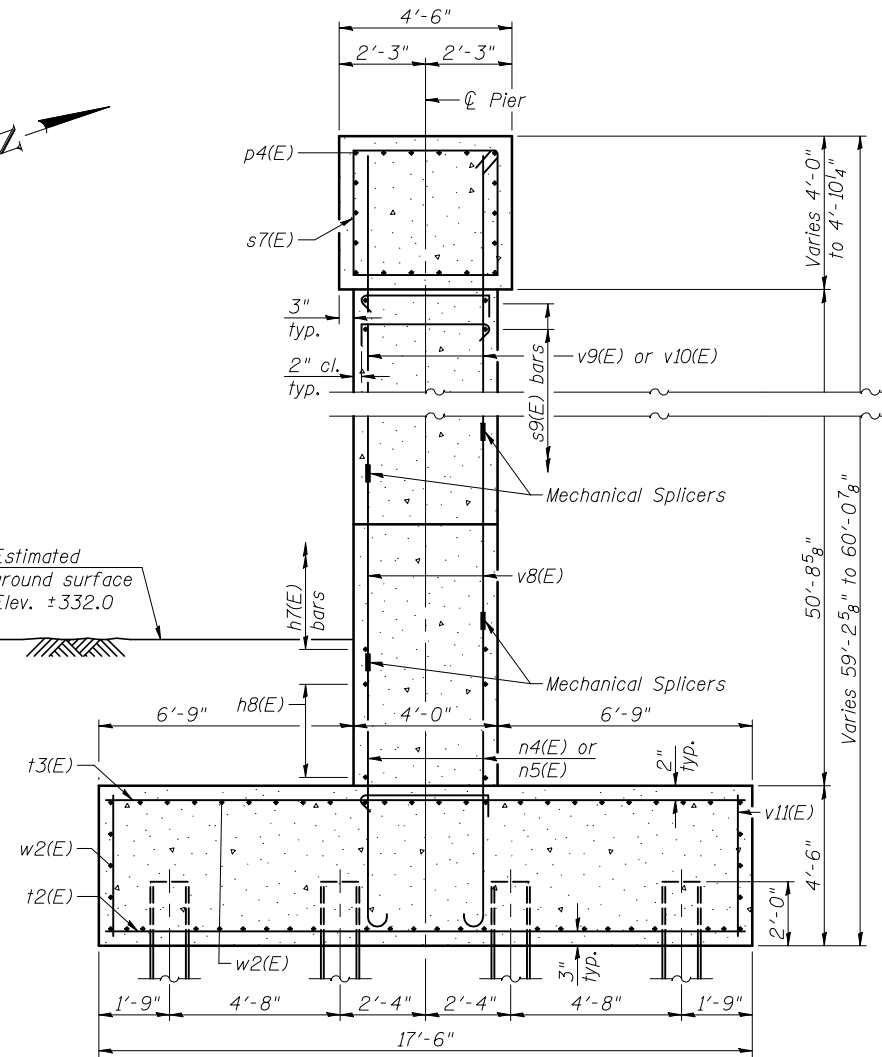
**TOP PLAN**

**MIN. BAR LAP**  
 #8 bar = 7'-8"  
 #6 bar = 4'-5"

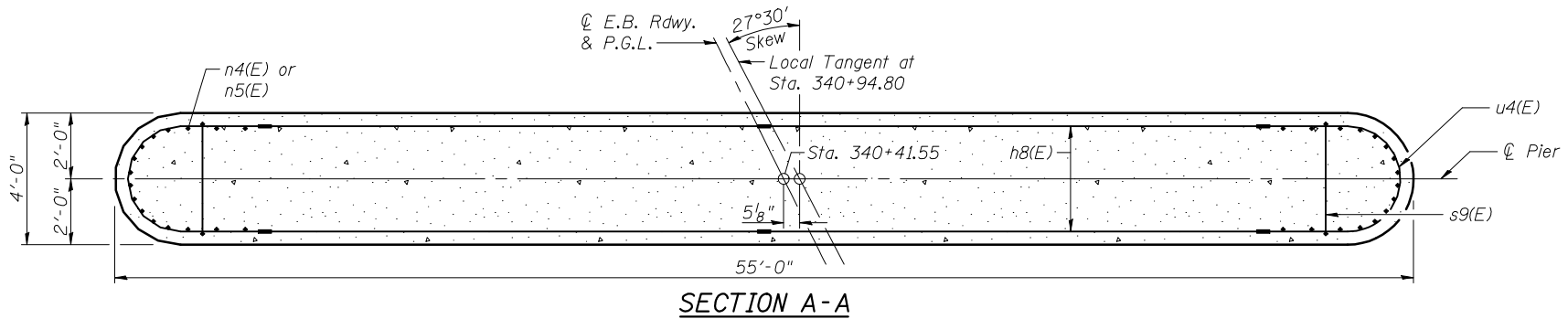
- Notes:
- ① Pour steps monolithically with cap.
  - ② For details of Mechanical Splicers, see sheet 47 of 53.
  - ③ For details of Cofferdam (Type 2), see sheet 4 of 53.
  - ④ Space reinforcement in cap to miss anchor bolts.
  - ⑤ Space s9(E) bars horizontally with each v8(E) & v9(E) or v8(E) & v10(E) bar and vertically with h7(E) bars. Alternate s9(E) bars end for end as shown in Section B-B.
  - ⑥ Space s9(E) bars horizontally with each n4(E) & n5(E) bar and vertically with h8(E) bars. Alternate s9(E) bars end for end as shown in Section B-B. Total includes one row of bars in top of footing.
  - ⑦ For Bill of Materials, Bar Details, Pile Stud Detail, Footing Plan, and footing reinforcement, see sheet 42 of 53.
  - ⑧ Bars indicated thus 18 x 2-#8 etc. indicates 18 lines of bars with 2 lengths per line.



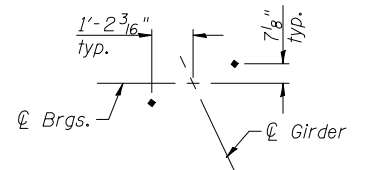
**ELEVATION**  
(Looking West)



**SECTION B-B**



**SECTION A-A**



**ANCHOR BOLT LAYOUT** ④



USER NAME =	DESIGNED - JAD	REVISED -
PLOT SCALE =	CHECKED - DGL	REVISED -
PLOT DATE =	DRAWN - JAD	REVISED -
	CHECKED - MAG	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**PIER 2 DETAILS**  
**STRUCTURE NO. 039-0075 (E.B.)**

SHEET NO. 41 OF 53 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-11B-1)	JACKSON	200	100
CONTRACT NO. 78056				
ILLINOIS FED. AID PROJECT				